

NORTH DAKOTA Aviation Quarterly

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NDAC

Summer 2008

MANDAN BUGGIES AND BLUES AND EAA CHAPTER 1008 FLY-IN - OLD MEETS NEW



By Todd Schwarz and Darrel Pittman

On June 8, 2008, EAA Chapter 1008, with some help from Minot and other EAAer's in the area, held a fly-in at the same time as Mandan's annual Buggies and Blues. Cool cars, great planes, and a hot meal. What could be better? Simply put, not much. A good time was had by all.

While preparing to write this article, I had left ABC's Good Morning America on in the background. I was hoping to see a story they had talked about earlier in the broadcast about aviation. As

usual it was bad, but thankfully short. I left the TV on in the background as I made some calls to check my facts on the fly-in with Darrel who performed above and beyond the call to get the fly-in going and successful.

The show after GMA was one I don't usually watch, but the title caught my ear because we could use it if the good pastor would have let us, the 700 Club. Why, you may ask? Because the fly-in served breakfast to 700 people. No, I am not kidding. Little ol' Mandan

Continued on page 2



CHAIRMAN'S CORNER

By Rod Brekken



CAST IN STONE?

We planned to have a picnic. It was all "cast in stone" at the council meeting and everyone seemed to think it was a great idea. The picnic would coincide with the Jamestown Air Show on June 28th and would

be held at the park at Jamestown. It would be a great place to meet, in the center of the state where it would be an equal burden for council members to travel to. The plan was for a potluck get-together. We were to bring our families if they were able to attend. The theme for the get-together was "No Business Talk" and we all thought that was a fine theme. The reason for it was that for nine out of the twelve months of the year, the North Dakota Aviation Council meets at a monthly meeting

engaging in business relevant to the aviation industry in North Dakota. The meetings are held for the most part, at a venue in the city where the upcoming Upper Midwest Aviation Symposium will be held. At those meetings, a variety of subjects, objectives and pertinent aviation issues are discussed and dealt with. The eight aviation member groups that comprise the NDAC are represented at each and every meeting. The by-

Continued on page 3



Darrel Pittman, EAA, presents raffle winner James Gale the prize of a Scott Nelson print. (Photo by Ron Hieb)

Buggies and Blues, cont. from page 1

Airport had that many people come through for a bite to eat and to look at some things which go faster than some of the cars that got their attention to come to Mandan for in the first place. More were there that did not eat. How many? I can't say for sure but I did see quite a few who, after seeing the line for chow, walked out to the flight line mumbling, "I guess we'll have to go back to town to eat." Maybe we can call ourselves the 700 Plus Club? (No, Gary that is not a reference to my expanding waistline.)

This fly-in was conceptualised as a side event to Buggies and Blues. For those who are not familiar with it, this is a yearly and growing event put on in Mandan to show off some very nice cars and hot rods. It was first kicked around at an EAA 1008 meeting last winter to join in the fun with a few airplanes. Our thoughts were we would get 50-100 people who would stop out at the airstrip, but be dreaming about using the runway for drag races.

We were happily wrong on a number of accounts. Besides the numbers, we had a great deal of interest in aviation, and not just from pilots, but some who told me they were afraid of flying. This fear, while in not all cases overcome, was at least lessened. That may be, in some small part, that I was not at the controls of any of the planes, but this is what we need, good exposure for aviation. I even answered some questions about what it takes to become a pilot. I know these types of questions were asked of many more.

In this edition of the *Quarterly*, which is late due to my and a few others' tardy articles, you will see some of the pictures taken by our editor, Amy Taborsky. There were a nice variety of planes and two BlackHawks from the North Dakota National Guard. Basin Electric sent Fred Adams and his new Cessna Caravan. There were a number of Experimentals of many different shapes and sizes and the usual assortment from Piper, Cessna, Mooney, and even a Cirrus. Chris Suzie was there to pique airplane interest by providing airplane rides that went non-stop for most of the day. Something for children of all ages, even those as old as a certain past NDAC Chairman. There was also a raffle for one of Scott Nelson's prints he donated depicting Noble Peterson's P-51 Dakota Kid II. (By the way, Scott has a number of these and others prints in this series for sale. He can be reached at 701-597-3525.)

While a good number of folks deserve a great deal of thanks for attending and for their hard work, I will not try to make a list. There is no way I can thank all who made this possible and do not want to insult by omission. Instead, let me use the words of a lady who was there. Her husband, who had flown for many years, is in the process—like an old soldier—of "fading away." He had been a part of our aviation past in ND. He is now confined to a nursing home, but his wife was able to bring him out to the airport that day. Though time has weakened his body, his spirit was soaring that day. His eyes and smile said more than I could ever hope to write. His wife brought a lump to my throat as she searched for the words to express her thanks. None were needed, their smiles and those of the kids who were there were more than enough. In fact, it is that couple we need to thank. Without those people who came before us with an eye turned skyward, we would not be here. So until we meet again, keep your prop out of the dirt and an eye out for those who came before us so we can help those who are to come.

laws are written that way to ensure each and every aviation voice is represented. The meetings are long and arduous. Discussions are entered into and important decisions are made. These decisions affect the heartbeat of aviation in the Upper Midwest. The members of this council receive no compensation for their dedication. Each member is expected to attend when and where possible at his or her own expense. Many take vacation time from their place of work to attend. This is a dedicated group that represents you! They come well prepared for the meeting and are willing to stay until the last agenda item is completed and voted on. That was the reason for the picnic. Its purpose was to honor those representatives with a group get-together that didn't require they come with presentations prepared, reports completed and typed up for distribution, or agendas of concern from those they represent.

Well, the sad thing is, the picnic never happened. Very few were able to say they would be able to attend an event where they would be honored. You see, these hard-working representatives of yours also have full time jobs that require their attention, they have local community events that they most likely have volunteered to help plan or participate in, and most importantly they have wonderful families who also need them to be there when summer events are plentiful. There are birthdays and weddings and anniversaries, well-earned vacations and small town community celebrations that bring them back together with family and friends from years past. The summer goes by so quickly with all these deserved events, and then September comes and they again devote themselves to North Dakota Aviation Council duties.

The next time, you, as members of any one of the 8 member groups of the NDAC, elect a representative to the NDAC, remember to reflect on this column. It vaguely outlines the responsibilities and dedication this person you have elected is expected to carry out until the next symposium event. Remember that he or she is your representative and know that he or she represents you very unselfishly and very responsibly.

ROD BREKKEN, CHAIRMAN, NDAC



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CALENDAR OF EVENTS

JULY 19, 2008
 Thunder Over the Red River
 Grand Forks Air Force Base
 Contact: Maj. Kristopher Norwood
 Ph: (701) 747-4074

SEPTEMBER 7, 2008
 Thief River Falls Airport, MN
 Fly-In Breakfast (PIC Free)
 8:00 am - 1:00 pm
 Contact: Joe Cornelius
 Ph: (218) 681-5585

SEPT. 13, 2008
 Dickinson - Planes and Pigs
 Contact: Matthew Remynse
 Ph: (701) 483-1062

JULY 20, 2008
 Planes on the Plains
 Casselton Regional Airport
 Contact: Robert Miller
 (701) 347-0201 or
 (701) 347-5519

JULY 28-AUG 3, 2008
 EAA AirVenture
 Oshkosh, Wisconsin
www.airventure.org

SEPT. 14, 2008
 Bottineau Municipal Airport
 Fly-In Breakfast
 8:00 am to 1:00 pm
 Contact: Curt Aalund
 Ph: (701) 228-5265

JULY 26, 2008
 Northwood Old Fashioned Sat.
 Fly-In Breakfast - 7:00 a.m.
 Contact: Craig Hanson
 Ph: (218) 779-2928

SEPT. 11, 2008
 Lisbon
 Fly-In/Open House 5:00 p.m.
 Contact: Quinn Anderson,
 Airport Manager
 Ph: (701) 683-5501

SEPT. 21, 2008
 Turtle Lake Municipal Airport
 Fly-In Breakfast
 Contact: Dianne Herr
 (701) 448-2253

NDAC SUMMER 2008

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FROM THE DIRECTOR'S CHAIR



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

Last *Aviation Quarterly* Issue I asked for interest in an aviation educational effort on a statewide basis. I received many interested phone calls about the subject and with that information in hand, the Aeronautics Commission authorized a budget to put together a statewide committee to investigate what could be done to encourage the educational application of aviation into the classroom in the future. The committee will be formed late this summer. We have several enthusiastic participants from a cross-section of the aviation industry and we are rounding up the educational components as I write this article. So, what does that mean? The premise of the committee on the outset is to find a methodology to review these goals.

Name of Program:

ND Aviation Educational Out-Reach Program

1. To identify an age group for program focus
2. To provide the NDPA's "Job Fair" to a wider audience
3. To investigate Air Museum visits for the focus age group
4. Identify curriculums available for the Av Ed Out-Reach Program
5. Provide approved curriculum to classroom teachers
6. Provide summer school continuing educational credits to educators
7. Coordinate introduction instructional opportunities with FBO's

Stay tuned.

Changes are a-happening. That is a battle cry of the political season every four years. Whenever the USA has a general election related to the highest office of the land, we the people are barraged with terms we hear only every four years.

CHANGE is Happening in the World of Fixed Base Operators in ND

Last year, Dickinson Air Service (dickinsonairservice.com) bought ServAir West (servairwest.com) of Williston and combined the two oil capitals of the western ND into one air service.

In Grand Forks, GFK Flight Support leased their existing facility to the Custom Border Protection Flight Group and are about to move into their NEW facility on the Grand Forks Airport (www.flygfk.com).

Fargo Jet Center spent the better part of this winter remodeling their front door at Hector Airport, a real eye popper (fargojet.com).

The change in Bismarck was a little more dramatic. The City of Bismarck who was the fueling FBO for many years and after a RFP process, turned BIS AirBP over to a new provider,

Aircraft Management Services, dba, Bismarck Aero Center (bismarckaero.com) the new center is in a refurbished Bismarck General Aviation Terminal. Executive Air Taxi of Bismarck (executive-air.com) is celebrating their 35th year anniversary this year, and the more significant one-year anniversary under new management. There are also plans underway at Exec for moving the "Big Blue" hangar to a more suitable location on the Bismarck Airport.

Change in Jamestown is Summit Aviation transitioned out of business and First Class Aviation, INC. began FBO services. (FirstClassAviation@daktel.com).

Now with all the change there are things that stay the same.

Foss and Meier (www.acukwik.com/FBOListing/FOSS%20&%20MEIER/KDVL/13271) and my "Little bitty buddy" is still going strong in Devils Lake.

Pietsch Aircraft of Minot (pietschaircraft@nddak.net) and Don Bessette Aviation (donbessetteaviation.com) are still in service in Minot.

The City of Minot General Aviation Terminal (cityofminot.com), the place of many pictures, is still operating.

I know I'm forgetting someone; however I'm planning to write another column about those that take the time to pay attention to this article to point out to me that failure of my little attempt to show the CHANGE in North Dakota Aviation.

Keep the greasy side down.

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TRIM TAB

By Bob Simmers

Good Landings

Summer has finally arrived and we have seen some really beautiful early morning flying. I hope that you have had a chance to get out and enjoy some of the nice weather.

This issue I want to pick on landings, the most important phase of flight. They should actually be done first, while you are still fresh, instead of last, when you are fatigued. But that's not the way it is. The first key to a good landing is a controlled and stable approach. This is hard if you try to make your final segment too short. Airspeed control is very important. Some pilots feel that faster is better, but the reality is that the POH has a recommended speed and that should be your speed. Any increase in speed causes increased float and causes you to miss your planned touchdown point. In stabilizing your approach, your aircraft is in an area of reverse command. Pitch controls airspeed and power controls rate of descent, unlike cruise, where pitch controls altitude and power controls airspeed. You should keep your aircraft configured so as never having to add power to make the runway, always in a position to reduce the power as you get closer to touchdown.

The real element of a good landing is FOCUS. You must be totally committed to the task of landing from the time you start to enter the traffic pattern until the time that you check the aircraft at the parking area. So, now you have achieved the stabilized

approach and are ready to start the roundout and flare. At this time, your focus needs to be at the far end of the runway, not on the airspeed indicator, not on the dash, not on the runway right in front of you, but as far out in front of you as you can see. This focus gives you the greatest amount of situational awareness. The closer you get to the ground and the slower you are, the faster things happen. Your ability to remain aware of what is happening is directly related to your ability to see the BIG PICTURE. By focusing on the far end of the runway you maximize your ability to notice the difference between a pitch attitude change and a rate of descent change. As you slow, the nose of the aircraft needs to and will continue to rise in your field of vision and your peripheral vision will help you monitor your rate of descent. The goal, stall the aircraft at the same time as your main wheels touch the ground. At this point there should be no authority left in the elevator control and the elevator control should be held in the aft position as the aircraft slows. As always, a sterile cockpit will aid in the task of remaining focused throughout the landing.

I hope that this can and will serve as a refresher, and for it you will make better landings. Until next time,

HAPPY LANDINGS
Bob Simmers



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GRAND FORKS INTERNATIONAL AIRPORT IS "2007 COMMERCIAL AIRPORT OF THE YEAR"

Grand Forks International Airport was chosen as "2007 Commercial Airport of the Year." The award is presented by the Airport Association of ND and the ND Aeronautics Commission. The eight commercial airports in ND compete annually for this award, based on airport marketing of airline and general aviation, airport improvements and beautification projects, safety-related activities, tenant promotions, etc.

Grand Forks International Airport's significant work involves:

- Eliminating wildlife-attracting water by relocation of flood drainage away from airport
- Constructing jet general aviation area apron
- Completion of airport master plan development report
- Recipient of FAA Chicago regional 2007 award for Environmental Mitigation
- Develop a web-based pavement reporting and GIS presentations
- Marketing airline service improvements
- Facilitating new Customs and Border Protection 75-person startup on airport

These accomplishments are just a start for GFK airport staff as the challenges continue. 2007 was full of high achievements making Grand Forks International Airport highly worthy of the award.



Steve Johnson, Executive Director, Grand Forks Regional Airport Authority, accepts the award from Tim Thorsen, Airport Association of North Dakota

"2007 GENERAL AVIATION AIRPORT OF THE YEAR" IS AWARDED TO MAYVILLE REGIONAL AIRPORT

The Mayville Regional Airport received the "2007 General Aviation Airport of the Year" award at the annual aviation convention. This award is sponsored by the Airport Association of North Dakota and the North Dakota Aeronautics Commission.

The accomplishments of the airport authority include:

- Planning a new regional airport site for Mayville, Portland, Hatton and western Traill and eastern Steele County area pilots
- Coordinating cooperative agreements with city on lagoon site near airport
- Documenting application with ND Aeronautics Commission for FAA's National Plan of Integrated Airports inclusion for federal status
- Developing airport layout plan, environmental review, and land use plans

The future looks bright for the new regional airport to be named "Carl Ben Eielson Regional Airport - Mayville."



Tim Thorsen, AAND, presents the "2007 General Aviation Airport of the Year Award" to the Mayville Regional Airport Authority represented by Brett Brudvik, James LcClair, Michael Werner, Ethan Grindeland, Steve Hilstad and Richard Fugleberg

EDUCATION, SAFETY AND FLY-INS



By Darrel Pittman

EDUCATION

I would like to follow up on an article that Gary wrote concerning education. He and I have had some discussions about this and we both appear to be in concert over the issue.

How many of you have this feeling that the interest in aviation is not like it once was? True—the cost of flying is on the rise. Putting that aside, look around you; what do you see? I see a lot of gray hair and not enough eager youngsters. Chris Susie and I have been giving ground schools and with the exception of one or two, the students are older and taking refresher training after a period of inactivity.

We need to do more to educate and spark the interest of our youth. I had the opportunity to attend the last Aeronautics Commission meeting. During that meeting, the education topic was acted on assigning a committee to look into what can be done to initiate a program to aid in the effort. Maurice Cook and Cindy Schreiber-Beck were given the task and I volunteered to help. Look for more on that later.

How many of you have this feeling that the interest in aviation is not like it once was? True—the cost of flying is on the rise.

SAFETY

By the time you read this, we will have had two FAA safety seminars in the State, one in Bismarck on 24 June 08 at the Basin Electric hangar and one in Grand Forks on 25 June 08. The topic was "Navigating on the Airport." It appears that runway incursions are still happening so the FAA is continuing to concentrate on the issue. I hope you made the effort to attend.

If you have not signed up on www.faasafety.gov, I urge you to do so. The time is coming rapidly for that to be the only way aviation will get safety information and be informed about planned safety meetings. The website has a lot of good information for many safety-related items. The new Wings program can be accomplished on the site as well. It's a pretty good site, so log on, register and browse around. You will find a lot of good information. I can hear some of you now, "That old FAA guy is still promoting the FAA." Well, maybe I am, but seriously, it's a good start towards making the FAA and aviation closer.

I meet people in aviation every day and I get this question, "Are you glad you are out of ATC?" I pause for a moment and then answer this way. I don't miss the politics of the FAA, but I really do miss working the traffic and talking to the pilots on the air. I've read where the FAA is concerned about not having enough controllers due to retirement. My wife probably does not want to hear this, but I would love to go back to work and help train new controllers. WOW, reminders of 1981! As Fred would say, "Orville and Wilbur are no longer flying, Darrel."

FLY-INS

This is the fly-in season and I've recently been to a few. I actually worked some traffic advisories at one. We have a lot of fly-ins happening this year. So check out the Council website—www.ndac.aero—under events. Brad and I are trying hard to keep it current. If you are aware of an event not on it, please let me know atatcpn@bis.midco.net. See you there.

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AERONAUTICS COMMISSION AWARDS STATE AIRPORT GRANTS

On June 5, 2008, the North Aeronautics Commission issued state grants to the air carrier airports totaling \$965,364. Following are the air carrier grants awarded:

Bismarck	\$ 190,355	Grand Forks	\$ 302,500
Devils Lake	\$ 101,543	Jamestown	\$8,351
Dickinson	\$3,623	Minot	\$27,847
Fargo	\$323,806	Williston	\$7,439

"The main focus of the grant requests this year were varied from the terminal expansion at Fargo to a general aviation aircraft parking area at Grand Forks to an airfield rehabilitation at Minot, Devils Lake and Bismarck. The \$965,364 state funding assists in the match for the FAA's Airport Improvement Program projects and a match at the local level. These state grant funds are invested to improve airfield safety and assist in repair, maintenance, and reconstruction of airport pavements," reported Gary R. Ness, Director.

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

On June 5, 2008, the North Dakota Aeronautics Commission issued state grants to the general aviation public airports totaling \$ 633,481.00. Following are the general aviation grants awarded:

Ashley	\$7,197	Lisbon	\$ 4,733
Beach	3,947	Maddock	3,156
Beulah	222,394	Mandan	11,489
Cando	3,740	Mayville	1,834
Casselton	2,288	Milnor	6,500
Cavalier	830	Mohall	1,750
Cooperstown	3,419	Mott	4,893
Crosby	925	New Rockford	4,871
Edgeley	1,028	New Town	17,250
Ellendale	1,761	Northwood	9,506
Enderlin	10,000	Park River	2,691
Ft. Yates	2,979	Parshall	2,819
Garrison	4,278	Pembina	1,763
Glen Ullin	2,500	Rolette	5,838
Grafton	1,287	Rolla	4,727
Gwinner	8,848	Rugby	7,014
Harvey	5,473	St. Thomas	97,500
Hazen	3,947	Stanley	3,947
Hillsboro	1,123	Tioga	3,947
Kenmare	6,203	Towner	3,500
Killdeer	6,812	Valley City	6,246
Kindred	3,856	Wahpeton	25,729
Kulm	6,500	Walhalla	3,947
Lakota	923	Washburn	2,905
LaMoure	2,370	Watford City	2,369
Larimore	39,340	West Fargo	21,775
Langdon	715	Westhope	8,330
Leeds	2,793	Wishek	3,994
Linton	982		



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

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



**Scoping Meetings
for the Powder River Training Complex (PRTC)
Environmental Impact Statement (EIS)**

Welcome!

The United States Air Force is conducting scoping meetings for the PRTC EIS. The Air Force is preparing an EIS to determine the potential environmental consequences of a proposal to expand the Powder River Complex to create the PRTC. The PRTC would allow for more effective use of limited resources and finite flying hours by providing, locally, the realistic training needed by B-1 and B-52 aircrews flying from Ellsworth and Minot AFBs. The options being analyzed could:

1. Restructure and reconfigure the existing PRC Military Operations Areas (MOAs) and associated Air Traffic Control Assigned Airspace (ATCAA) and add new MOA/ATCAA airspace with a floor of 500 feet above ground level (AGL).
2. Increase sortie-operations (aircraft training) in the new and modified training airspace.
3. Support additional ground-based simulated threat emitters under the MOAs.
4. Authorize use of training chaff and flares throughout the new and modified airspace.
5. Permit supersonic flight above 10,000 feet AGL.



Scoping meetings provide the public an opportunity to learn about the proposed PRTC and provide input into this environmental impact analysis process.

The scoping process helps us identify and address community-specific issues and concerns regarding the proposed airspace use.

Providing Comments

To provide comments please fill Out a comment sheet Please give your comments to an Air Force representative or place it in the comment box Comment forms, or your own letter, may also be mailed to.

**Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 317
Langley AFB, VA 23665-2769**

Meeting Agenda

Open House.....4:00 p.m. - 7:00 p.m.

- View video presentation
- Visit information booths
- Discuss proposal with Air Force personnel
- Submit written comments

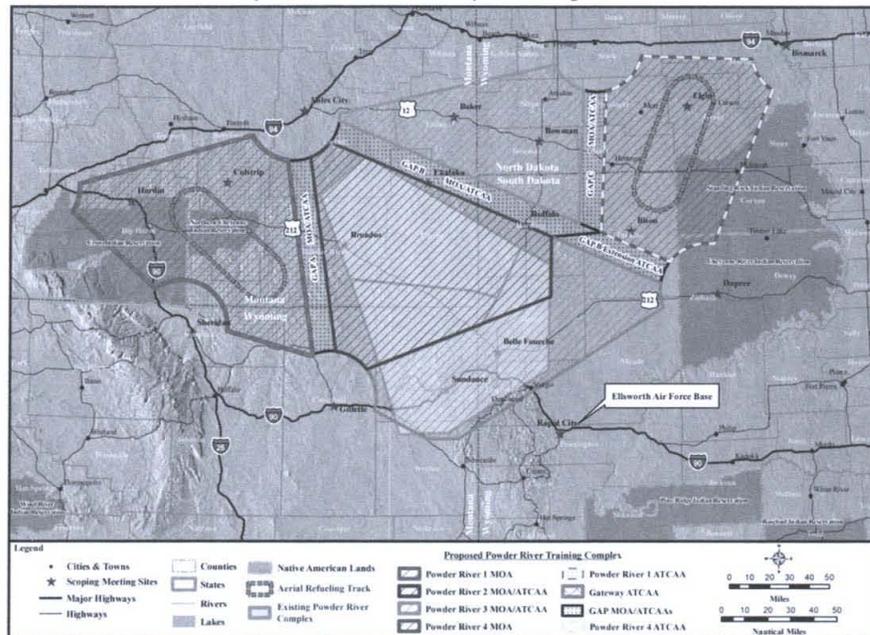
The Air Force is committed to community outreach and will consider your input to determine the scope of the issues to be addressed and to help identify the significant environmental issues to be analyzed in depth. Your involvement and input are vital to help us focus the environmental analysis.



Why is the PRTC Needed?

- Aircrews need adequately sized, configured, and available airspace to train as they fight during worldwide deployment.
- Increasing training in local airspace optimizes the limited amount of training hours allocated.
- Reducing commute time to remote training ranges like Nevada Test and Training Range (NTTR) reduces fuel consumption.
- Use of chaff and flares allows aircrews to deploy defensive countermeasures as they would in combat.
- Supersonic training assists aircrews to train for show of force and for quick reaction to enemy threats in combat.
- More effectively use limited resources and finite flying hours.

Proposed Alternative A Airspace Changes



The proposed action would make the following modifications to the existing PRC.

Create PRTC Airspace: create new low altitude (500' AGL - 17,999' MSL) MOA airspace and new high altitude (18,000 - 60,000 MSL) ATCAA airspace and restructure and reconfigure the existing PRC MOAs and ATCAAs.

Increase Flight Operations: increase number, frequency and variety of sortie-operations.

Employ Large Force Exercises (LFE): use entire proposed PRTC for LFEs of 4 to more than 20 aircraft during scheduled exercises (typically once a quarter).

Support Training Transmitters: support additional ground based simulated emitters under the MOAs.

Permit Supersonic Flight: authorize above 10,000 AGL within the proposed PRTC.

Authorize Defensive Countermeasures: allow training chaff and flare deployment throughout the proposed PRTC.

Alternative A

Under Alternative A, training aircraft in high-altitude ATCAAs would overfly approximately 37,800 square miles and training aircraft in low-altitude MOAs, under the ATCAAs, would overfly approximately 31,700 square miles.

- Expand existing Powder River A/B MOAs and rename expanded airspace - Powder River 2 MOA (500 AGL to 17,999 AGL).
- Establish Powder River 1, 3 and 4 MOAs to (500 AGL to 17,999 AGL).
- Combine and modify existing Crossbow and Powder River 1 ATCAAs to overlie Powder River 2 MOA and rename the ATCAAs - Powder River 2 ATCAA.
- Modify the Gateway ATCAA to lie adjacent to Powder River 2 ATCAA.
- Create the Powder River 1, 3, and 4 ATCAAs to connect/correspond with underlying MOAs.
- Establish Gap MOAs and ATCAAs between the Powder River 1, 2, 3, and 4 MOA/ATCAAs.

To ensure your comments are considered in the Draft EIS, please submit your comments before **August 4, 2008**.

Public comments on this Draft EIS are requested pursuant to the NEPA, 42 USC 4321, et seq. All written comments received during the comment period will be made available to the public and considered during EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

A BEAUTY OF THE PAST RESTORED FOR THE FUTURE

By ND AV Quarterly Staff Writer

Many years ago the aviation world had a great amount of pride in the front door of any community. You would find an airport terminal in most communities, however because of costs and just plain age and repair costs many of those terminals are gone today. Many airports are replacing them with modern buildings to accommodate the transients arriving at their airfields.

The Barnes County airport authority and the community have shown their concern and commitment with the maintenance of this great building. The restoration of the this terminal facility is complete and the new look is an impressive improvement to the community's front door and a greater acknowledgement of Valley City's investment in the economic benefit that aviation brings to the community.



When you are traveling in the eastern part of the Great State of North Dakota, stop and visit this historic building in the fine community of Valley City.

ONE COMMUNITY IN ND STANDS OUT VALLEY CITY BARNES COUNTY MUNICIPAL AIRPORT (6D8)



NEWS FROM LOCKHEED MARTIN FLIGHT SERVICES

Effective Tuesday, July 15th, the Princeton Flight Service will begin part-time operating hours. Normal services will be provided during the hours of 5:00 a.m. to 11:00 p.m. (Central Time) or 1000 to 0400 UTC. The Princeton station will be closed between the hours of 11:00 p.m. and 5:00 a.m. local. We will begin part-timing by closing at 11:00 p.m. on Tuesday, July 15, 2008, and re-opening at 5:00 a.m. on Wednesday, July 16, 2008.

For airport personnel authorized to issue NOTAMs, this means that all NOTAMs (to be issued, revised, cancelled, etc.), should be telephoned into Lockheed Martin (24x7), by calling 1-877-487-6867 (1-877-4US-NTMS), which is the National NOTAM number. For

pilots this means that during the hours that Princeton is closed, calls made from within Minnesota to 1-800-WX-BRIEF will be answered by qualified personnel.

We appreciate your efforts to adjust procedures as we continue our transition to an end-state that will provide you the best service possible, and we regret any inconvenience this may cause.

Lockheed Martin's goal remains to provide accurate, timely dissemination of NOTAMs, and safe operations for the flying public. For any further information or questions, please contact:

Joe H. Morgan, Jr
Princeton AFSS Operations Manager
Lockheed Martin Flight Services
Office Ph: 763.389.7101
e-mail: joe.h.morgan@lmco.com
Web: www.afss.com

**Son: "When I grow up, I want to be a pilot."
Dad: "I'm sorry son, you can't do both."**

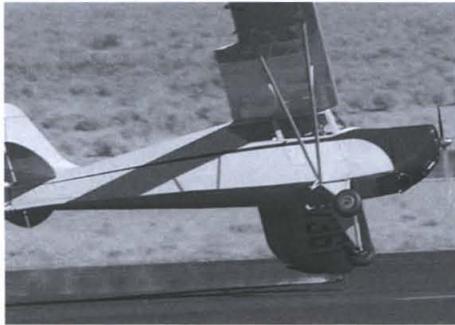


Kent Pietsch

**INTERNATIONAL COUNCIL OF AIR SHOWS
PRESENTS
THE "ART SCHOLL SHOWMANSHIP AWARD"**

**NORTH DAKOTA AVIATION QUARTERLY SALUTES
KENT PIETSCH OF MINOT**

Each year, the ICAS presents the Art Scholl Showmanship Award to the air show act or performer which best amplifies the qualities of showmanship demonstrated by Art Scholl. Art was killed while filming a flying sequence off the coast of California on September 16, 1985. Scholl was a renowned aerobatic pilot and consummate air show performer. He flew his Chipmunk aircraft before an estimated audience of 80 million people over 20 years and appeared in more than 200 motion picture films, documentaries and television commercials. Throughout his career, he set the standard by which all other air show performers have since been measured.



KENT AND HIS TWO INTERSTATES

The only thing more impressive than Art Scholl himself is the list of past recipients of the award that bears his name. It reads like a Who's-Who of the top air show performers in North America.

www.pietschaircraft/airshows/index.php or www.isashq.org/ICASconvention/07CompAwards.asp

Kent and his brother Warren have been flying together in Pietsch Air Shows since joining their father Al Pietsch in 1980 with their three plane performances.



*Warren and Kent
in Action*

RECREATIONAL AVIATION FOUNDATION LEADS EFFORT NEW LANDING STRIP IN LEWIS AND CLARK NATIONAL FOREST By ND AV Quarterly Staff Writer

Four years spent cooperating with the US Forest Service, planning, building trust and credibility have resulted in a new site for a recreational airstrip in the beautiful Russian Flat of central Montana, a short walk from the south fork of the Judith River where anglers enjoy catch-and-release fishing.

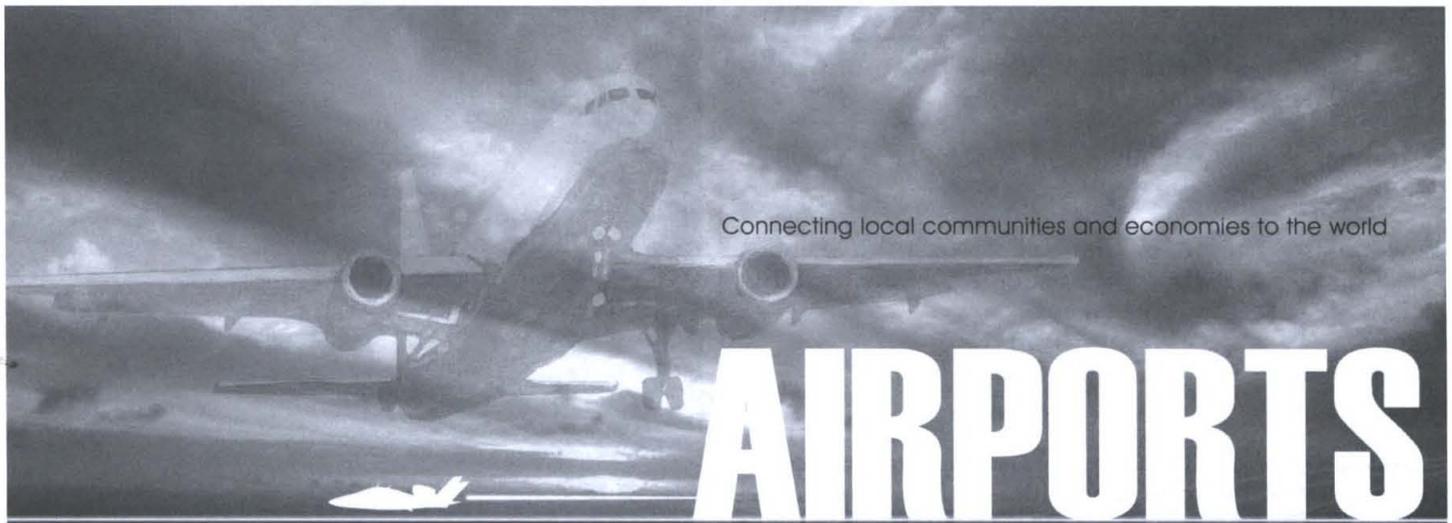
Dan Prill of Sand Coulee, Montana, took the lead for the non-profit Recreational Aviation Foundation throughout the comprehensive planning process, which included the requisite public comment input, an EIS, and public appeals period. The US Forest Service, responding to the wide-ranging concerns of the public, has authorized the establishment of the airstrip at Russian Flat in their Record of Decision.

The site, located about 40 sm southwest of Lewistown, Montana, was selected by the Forest Service because it met environmental, wildlife and aesthetic criteria with minimum disturbance to the landscape. It is ideal for recreational purposes, because it is adjacent to an established campground with picnic tables, a vault toilet and an existing unpaved road. The concept is to prepare a 4,000-foot long grass strip in the 6,300-foot elevation meadow: Lat N46 deg 43' 18"; Lon W110 deg. 24' 26".

Prill commented, "This decision is significant because until this location was selected at Russian Flat, there were no public airstrips on Forest Service lands east of the Rocky Mountain Front."

The RAF has approved an \$8,000 grant to be awarded to the Montana Pilots Association's Recreational Airstrip Committee for grounds preparation and rolling of the landing surface. To allow for adequate revegetation, it is anticipated that the public will not be allowed to use the strip for landing and takeoffs until Fall 2009.

The Recreational Aviation Foundation is a non-profit 501 (c)3 corporation established in December 2003 with the goal of preserving and creating backcountry aviation opportunities. Headquartered in Bozeman, MT, the organization has membership in 26 states and can be contacted at 406-587-5166. www.recreationalaviationfoundation.org



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VISIT THE ROADS AND THE AIRSPACE LESS TRAVELED

By: ND AV Quarterly Staff Writer

Have you stopped at Kindred Airport "Hamry Field" (K74) recently? Please take your time when in the air or on the ground and stop and see this modern airport in the Far East side of the state. On your tour you will be able to see some of the world's most valued aircraft. You will get a chance to see the F2G-1D Super Corsair owned by Robert "Bob" Odegaard at Odegaard Aviation. You will have a chance to see new projects on the development stages of recreation of the world of War Birds. A visit with the company will be one of those trips in your life when you will say, and I promise you, you will say, "WOW that was fun."

You will also see the state's first residential "AIR PARK." It is a planned addition to the airport and the Kindred community. Please go and visit this unique setting in the Sheyenne River Valley.

Visit the website at:
www.odegaardaviation.homestead.com

Goodyear F2G-1D Super Corsair

WINNER: 1949 Cleveland Air Races Tinnerman Trophy Race
3rd PLACE: 1949 Cleveland Air Races Thompson Trophy Race
WINNER: 1999 Rolls-Royce Aviation Heritage Int.

Specifications: Goodyear F2G-1D Super Corsair

Dimensions: Wingspan: 41 ft.
 Length: 33 ft. 10 in.
 Height: 16 ft. 1 in.
 Weights: Empty 10,800 lbs.
 Operational: 15,200 lbs.

Performance: Maximum Speed: 450 MPH @ 25,000 ft.
 Service Ceiling: 38,000 ft.

Power plant: Pratt & Whitney R-4360-4 Wasp Major
 28 Cylinder, Air Cooled, 4 Row Radial
 3,500 Hp. Takeoff

Armament: Six .50 Caliber Machine Guns

The Super Corsair was built to fight the Japanese Kamikaze attacks. The Navy needed a fighter that could climb fast and intercept the fighters before they started their dive. The Goodyear Aircraft Company built ten F2G's but none were ever used in combat. After the war, several people bought some corsairs for around \$1500 a piece. They were used in the Cleveland Air races in the late forties. This particular aircraft won the Tinnerman Trophy in 1949; it was the last time it flew. In 1995, Bob Odegaard found this airplane and quickly made arrangements for it and brought it up to his shop, Odegaard Aviation in Kindred, ND. There he restored it back to its original racing colors and flew it again in 1999, 50 years since its last flight.



Super Corsair in Reno

HAMRY FIELD		KINDRED
		ATTENDANCE: Mon-Fri 8-5pm FUEL: *100 LL REPAIRS: Major PUBLIC TERMINAL PHONE: Yes MANAGER: Robert Odegaard PHONE: *701-428-9990 / 730-2596 ADDL. PHONE: 428-9954/3457 FBO UNICOM: NAV: PAPI LIGHTS: Med'dusk2330 BEACON: None SNOW REMOVAL: Irregular - confirm CTAF: 122.9 Remarks: MIRL/PAPI after 2330 hour-CTAF. For fuel: Self-service credit card. Deer possible on airport.
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Long: 096-59.91'		



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

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

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- 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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FAA MANDATES PLASTIC CERTIFICATES

The Federal Aviation Administration (FAA) is implementing changes to its airmen certification requirements. When this rule becomes effective on March 31, 2010, paper pilot certificates may no longer be used to exercise piloting privileges. Three years later, certain other paper airmen certificates, such as those of flight engineers and mechanics, may no longer be used to exercise the privileges of those certificates. The deadline for compliance is March 31, 2010, for pilots and March 31, 2013, for other airmen. To exercise the privileges after those respective dates, the airmen must hold upgraded plastic certificates.

For more information see: <http://edocket.access.gpo.gov/2008/pdf/E8-3827.pdf>



SAFETY MGNT SYSTEMS (SMS) IN FAA'S FLIGHT STANDARDS SERVICE

The purpose of a safety management system is to provide a systematic way to control risk and to provide assurance that those risk controls are effective.

SMS applies simple but disciplined safety risk management methods to develop risk controls. SMS then uses proven quality management techniques to assure that the risk controls are being properly used and that they work as intended.

It is the objective of the SMS concept to combine system safety-based oversight systems and operator's SMS into a cooperative relationship

For more information on Safety Management Systems in the FAA's Flight Standards Service, contact Don Arendt (Don.Arendt@faa.gov), AFS-940, Ph. (701) 661-0516.

WHAT IS RIIEP?

The Runway Incursion Information Evaluation Program (RIIEP) is a special Federal Aviation Administration (FAA) Safety Program. It was developed to help gather and analyze facts about runway incursions. The information that pilots, maintenance technicians, and others provide will be used to develop and implement runway safety education programs, future regulatory guidance, and new technologies.

For further information on the Runway Incursion Information Evaluation Program, go to: <http://www.faa.gov/runwaysafety/cockpit.cfm>

STATE OF NORTH DAKOTA

Office of the Governor

John Hoeven, Governor

Hoeven meets with Northwest, Delta officials on proposed merger

Governor Does Not Support Merger, Wants Assurance of Enhanced Air Service

Gov. John Hoeven today met with Northwest and Delta Air Lines officials in Washington, D.C. as a follow-up to his conversation with Northwest CEO Doug Steenland last week.

The Governor met with Northwest Senior Vice President Andrea Fisher Newman and Delta Senior Vice President Scott Yohy at Northwest Airline's Executive Building in Washington, D.C.

Hoeven reemphasized the need for the airlines to provide assurances that service to North Dakota destinations will not only be maintained, but enhanced in the event of a proposed merger. In addition, he asked officials to come to North Dakota to explain to the public what the merger would mean to state travelers.

"We are opposed to the proposed merger unless we have assurances that North Dakota will have the kind of air support we need, not only in our larger cities, but also for essential air service in our smaller communities," Hoeven said.

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The Sky is the Limit! 

DEATH CAME HUNTING

By: Owen Blickensderfer

My student and I were returning to the airfield after an hour of flight training. We turned final and the ground disappeared into obscurity as the setting sun shone fully into our faces. With a little squinting we could almost make out the runway in the dark shadow that hid the ground before us. Since it was one of my students' first flights, I took the controls on short final.

The air was calm and the landing in the Piper Archer was shaping up to be textbook perfect. We were well into the flare when my student scared the daylight out of me by shouting at the top of his lungs into his headset microphone, "THERE'S A DEER!" He saw a hash of brown out of the corner of his eye as a young deer dashed from the side of the runway directly into our path. Although my reflexes have been honed to a razor edge by years of emergency practice, my mind went blank as I tried to remember what to do when Bambi shows up. Instinctively I pulled back on the yoke as much as I dared with our decaying airspeed, but the "thunk" noise came anyway. It all happened in the briefest of time.

I added power to go around and glanced out the side window. Lo and behold, there were several deer standing in the alfalfa not too far from the runway. I could see them plainly now that I didn't have to squint into the sun. Their eyes were bugged out, mouths wide open in disbelief. I would imagine that it was pretty quiet for a few seconds before one of them said, "Bambi didn't make it!" Then they all took off like kids when a baseball goes through someone's window. I hope they all learned their lesson and refrain from playing "chicken" at the airport again.

The landing was normal. No surprises. We found a few small cracks and a displaced cover on the fiberglass fairing surrounding the right main wheel. Also a couple of missing dzus fasteners, but that was all. My preflight checklist has a new line added since this incident: "Pray for divine protection."

The whitetail was lying lifeless by the side of the runway with its eyes open. The only mark on the carcass was a red spot on the forehead directly between the eyes. No horns. (Maybe he was a she. I'm a pilot, not a hunter.) He/she should have kept his/her head down, running, instead of looking up to see where the plane was. The last thing he/she saw was the blunt nose of our wheel pant. If the aircraft had been six inches closer to the runway, the damage to the aircraft could have been substantial. I wrote a letter to the State Fish and Game Department asking them to stop allowing their animals to roam around without supervision. An awful lot of cars get smashed in North Dakota by errant deer. They eat the cabbages out of my garden too. And I live in town!

We can all learn a lesson from this little incident. Stay off runways at sundown! For that matter, stay off runways all the time, especially if you are a deer. If you are a pilot, squint a little harder at the land surrounding the airport before you get to the runway, especially at sundown with the sun in your eyes.

Deer sausage anyone?

NO GUY WIRE LEFT BEHIND CONTEST

"No Guy Wire Left Behind" is an exciting new challenge for all that want a chance to make a difference! This opportunity presents a contest that will pay \$1000 to the best design for a guy wire marker. This marker will ultimately be attached to guy wires across America to help protect agricultural aircraft and birds.

Guy wires have been a hazard to aircraft and birds for generations. We all agree that if we had a choice we would bury power lines and not pilots, but we realize that is not a realistic option. Karen Plath of Plath Aviation, in Oakes, North Dakota, tried another idea. Her plan was to approach the electric company and ask if they would install guy wire markers to better enhance their visibility. The electric company responded that they could install the traditional yellow sleeve marker and charge her for the material and labor. Not only was this option too expensive, but the traditional yellow sleeve markers are visible to ground personnel and not to aircraft or birds.

Even on the legislative level, Karen found that her concerns were of far less importance than the multitude of other issues that her representatives had piled on their plates. Karen then asked if the NAAA could help.

The NAAA Safety/ Federal Aviation Regulations Committee went to work at their spring board meeting in Washington, D.C., in February of 2008. Two plans were developed and approved by the board of directors for implementation.

Plan 1 is to sponsor a contest to design a guy wire marking device. The device must be low cost, high visibility, weather resistant and have high design appeal. The marker should be easily attached to the guy wire approximately 10 feet above the ground. The winning design would be manufactured in large quantities and distributed on a local level to groups such as the 4H, Boy Scouts, and Girl Scouts. These groups, after receiving an order, would sell the guy wire markers to companies who placed the order. The order would result from a letter generated from Plan 2.

Plan 2 is to develop a form letter after the guy wire markers are made available. This letter, to be made available to ag operators, is intended to notify companies that have existing guy wires, or propose to construct guy wires, that their project will present a hazard to aircraft and birds. The letter will recommend that they can mitigate their hazard by purchasing guy wire markers that are specifically designed to be low cost, high visibility and easily attached to any guy wire system. The letter will designate that the markers can be purchased from the group that you designate. The letter will explain the benefits of supporting the educational activities for the children in their communities.

The deadline for the contest is September 1, 2008. To download a contest form visit www.agaviation.org/guywirecomp.htm. The committee reserves the right to withhold the prize if none of the entries are selected. Please help by notifying any person or group you think maybe interested in this exciting opportunity!

The winning design will be selected by the NAAA Safety/FAR Committee and awarded in Las Vegas at the NAAA Convention from December 8-11, 2008. The recipient does not have to attend to win. The committee reserves the right to withhold the prize in none of the entries are selected. If you have questions please email questions to information@agaviation.org.



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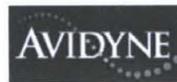
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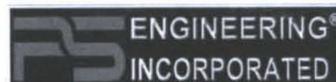
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GONE WEST

By Gary R. Ness



Thomas Keeler, Bismarck, ND

No matter where you were traveling by flight; North/South/East or West for the last 28 years, if you arrived at Bismarck Municipal Airport and taxied to the City GA Terminal, there was a 1 out of 3 chance you were greeted by the smiling and happy face of Tom. His service to the flying public was always first class, no matter if it was 20 below or 90 above. He gave his best to all that arrived in Bismarck.

He passed on June 6, 2008, at St. Alexius Medical Center after a nine-month valiant battle with cancer. Up to the end, his main focus was his family, and the customer that came to the Bismarck Municipal Airport. He will be missed by many and remembered by his friends as the guy that always came to aid those in need. At his funeral, his Pastor remarked, "He was a first class person with a 'servant to many mindset,' he will be missed by many too." So long, buddy.



In Memoriam

Remembering the aviators we have lost in the past few months.

Bob Nelson, Bismarck • Karyl Kinnischtzke, Glen Ullin
Duwayne Kinnischtzke, Glen Ullin • Clinton Grenz, Bismarck

North Dakota Aviation Quarterly

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