

NORTH DAKOTA Aviation Quarterly

Issue #85

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NDAC

Fall 2009

FARGO AIRSHO



C5 amongst the airshow crowd.

Photos by Darren Anderson

More photos on pages 10 and 11

Topping off a perfect weekend, approximately 25,000 fans attended the Fargo AirSho held August 22 and 23. The show featured Fargo native Jim "Fang" Maroney who performed thrilling aerobatic maneuvers in his 'Super Chipmunk' aircraft; South Dakota native Jim Peitz with his Beechcraft Bonanza; Minnesota native John Mohr flew a 1943 Stock Steerman PT-17 Bi-Plane; 2006 Air Show Hall of Fame inductee, Patty Wagstaff; Paul

Stander "Speed for Hire" with his jet powered outhouse and school bus; Skydive Fargo; U.S. Air Force F-15E demonstration; F-4 Heritage Flight; North Dakota Air National Guard C-21, with the Predator and Global Hawk on display; C-5 Galaxy and numerous war birds including a WWII B-25 and the "Red Tail" P-51. The main attraction, the U.S. Navy Blue Angels, performed their hour-long F-18 show that dazzled the crowd.

The 70-member Fargo AirSho Committee partnered with the North Dakota Air National Guard "Happy Hooligans" in putting on the show that took a year to develop. Plans are already under way to have the next show in 2011. Proceeds from the Fargo Airsho benefit numerous charitable organizations within the community.

CHAIRMAN'S CORNER



By Rod Brekken, Chairman

Can you believe it? The last few days have been warm with light winds and fair skies. But wait a minute, why are some of the leaves on the trees turning color? Wow, look at the calendar! It's October! What happened to August and July and June for that matter? I remember very few days during that time that were as nice as the last week was. Evidently Mother Nature has decided to play around with the "normal" weather patterns just to mess us up. For the farmers out there, this is the weather they have been hoping and praying for. The crop maturities are at least three weeks to a month behind out here in the Eastern part of our wonderful state so they really need this warm weather to try to catch up. Well, as I look at the October calendar, it reminds me we only have five months to prepare for the 2010 Upper Midwest Aviation Symposium. The symposium will be held in Fargo this coming March at the Holiday Inn of Fargo. I've already been talking with the hosts there at the hotel and they are excited to see us coming there for our annual event.

On a more serious note, we all need to be cognizant of the eroding support of funding for general aviation for our state and nation. Lately, national news media reporting has negatively compared general aviation funding to commercial aviation funding, which further erodes support for the general aviation industry. Their statements say too much money is being spent on general aviation airports even though the money general aviation contributes to the national trust fund through fuel taxes is 5 times more than what the airlines pay. We just have to remember to support our local airports and FBOs. Small airports bring in business, jobs and services. Services, which include disaster relief, package delivery, firefighting capability, law enforcement and emergency medical transportation to our communities every day.

As I think back to the aviation events of the summer past, I remember good times and the renewal of past acquaintances. I see nothing but good memories and the promise of good things to come as we make plans for the coming year. I hope you all had the opportunity to attend aviation events this past summer. I'm sure you had fun, as did I. Aviation camaraderie is such a strong source of support for past friendships, current aviation activities and future aviation memories. Be a proud member of your aviation association. Be involved with its care and be a beacon in its continued growth. See you in Fargo in March.

ROD BREKKEN, CHAIRMAN, NDAC

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DIRECTOR'S CHAIR

By Larry Taborsky, Director,
North Dakota Aeronautics Commission



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For more information please contact me or visit the RWDC Website at: www.realworlddesignchallenge.org.

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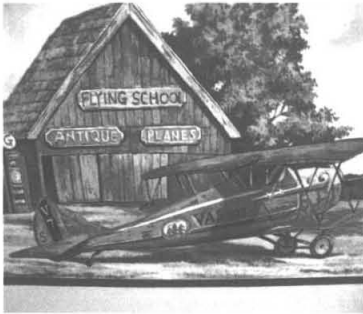
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MARK'S HANGAR NEWS

By Mark J. Holzer,
ND Aeronautics Commission



This fall report is full of good news and some not so good. For starters, we experienced a great airport construction season with almost \$40 million dollars of airport improvements in our state this year. That's right, \$40 million is a record for one year! This means safer and more modernized airports for our pilots.

Flying was up in the aerial spray industry thus more activity in rural airports across the state. We had fewer accidents due to cooler weather. University of North Dakota flying set record months around northeastern North Dakota airports. Weather modification occurred out west at several airports but generally fewer thunder storms this year. Over 40 airports were inspected and visited by our office including the great turnouts for air shows and fly-ins. New runways at Kulm, Lidgerwood and Grand Forks were activated. A sad story, Grenora Centennial Airport was permanently closed. So pilots, please put a note in your state directory that Grenora airport is closed.

Federal Aviation Association grants total was \$34.6 million in 2009 for ND airports. State and local grants exceeded \$6.0



million to match the federal work. FAA Airports District Office had record of 65 grants issued in 2009. Over \$10 million of new first time FAA funds came from the Jobs Stimulus program at Grand Forks terminal and runway reconstructions at Fort Yates, Mott, and Wahpeton. All this work was supervised safely by airport management and consultants to coordinate safety plans with aircraft owners at each airport. What a great story that we should all report to local media in selling the message that airports provide economic impacts.

ADS-B is a growing trend for aircraft separation in America. Currently there are two transmitters in Devils Lake and Grand Forks airports. The FAA has been testing the systems at several airports in the country. We anticipate that the state aeronautics commission will assist FAA in establishing eight sites at the commercial airports with the newest transmitter in next two years. This will be the next FAA step Congress is funding called NEX-GENeration aviation. Our aeronautics commission is planning to

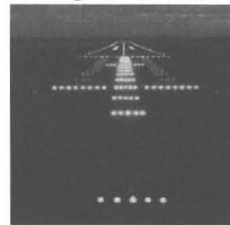
foster this new safer ADS-B technology so we can be in the forefront for safer aviation business flying.



Airspace proposals in western North Dakota called Powder River MOA and Northeastern Devils Lake MOA are being studied. When results of environmental impact studies become released, we expect additional public hearings and solicitations. Studies of flight traffic history, aircraft based locations, airport airspace and other factors are being reviewed. Flight impacts are being addressed for FAA air traffic and airspace specialists to consider in these proposals.



AWOS inspections will be accomplished at 20 sites this fall to complete quarterly and annual FAA certifications. Many aerial applicators have commented that the 32 total AWOS's in our state assist them in planning their work schedules. Surface winds play a major factor when applying aerial chemicals. We also encourage all pilots to report missing or error AWOS information to the airport manager for that airport. Timely reporting of outages will assist managers to issue NOTAMs if needed.



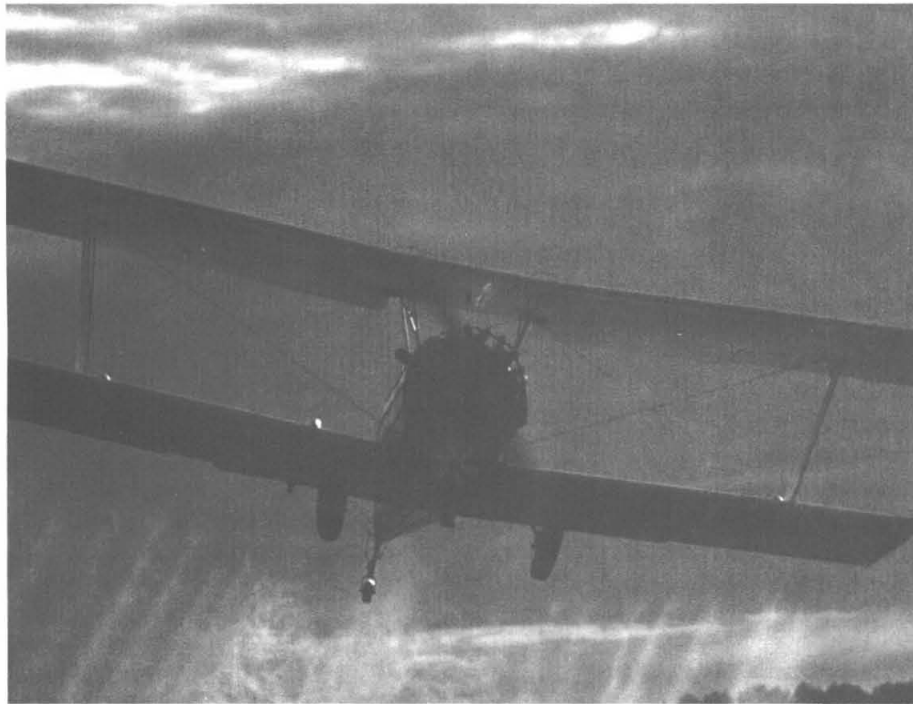
The FAA Airports Seminar is a must for any airport sponsor to attend. The dates are October 27 and 28th at the Bismarck Radisson Hotel. For more information, contact Janel Stocking at 323-7380. All engineering staff, airport managers, airport authority board members, city auditors and mayors involved with airports are encouraged to attend. At a minimum, at least one representative from each airport should attend so they can learn how to get a piece of the \$34 million FAA pie.



Storm water plans are required to be updated at most airports by the ND Health Department. The Airport Association of ND members and our office will meet with ND Health Department staff on what changes are anticipated. The original airport storm water plans are over a decade old, thus, airport managers, tenants, rules and new cleaning processes need updating. We shall report back to airport associations on our findings to insure compliance with state EPA rules. This includes aerial application, fueling, and mechanics work on public airports. Airport tenants shall be asked to co-sign the new airport permit thus eliminating tenant's need to submit a separate plan.



Airline boardings are growing strong in ND with an increase of 4.5% in the first seven months of 2009 at the eight commercial airports. With oil prices hitting \$70 dollars a barrel in western ND, oil business is stable, thus, increasing passenger demand for Williston and Dickinson airports. Bismarck has new Chicago and Salt Lake City direct flights supported by local marketing. Grand Forks announced new Allegiant Air service to Phoenix-Mesa. Fargo will expand service to Chicago with American Airlines in April 2010 and has been setting record boardings every month. Devils Lake received a new direct flight to Minneapolis with the Essential Air Service contract renewal along with Jamestown as operated by Delta connection Mesaba Airlines. Minot has been updating marketing and air carrier proposals to expand their local service and seat capacity. Daily airline departure flights are averaging 62 per weekday in the state.



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TRIM TAB BY THE NUMBERS

By Bob Simmers

Did we have a summer? Did I miss it?

First, I want to welcome Mr. Larry Taborsky as the new Director of the North Dakota Aeronautics Commission. Larry has been very active promoting the NDPA (North Dakota Pilots Association) and aviation education. Larry comes from a Naval aviation background and most recently was the Chief Pilot for the NDDOT. Larry will do a good job for North Dakota aviation. Welcome, Larry!

I have been doing a lot of advanced flight instruction lately and am finding that pilots are reluctant to fly "by the numbers." First, what does that mean? "By the numbers" means by those numbers published in the Pilot Operating Handbook of the Aircraft Approved Flight Manual. Every pilot should be familiar with the published V speeds for their aircraft. Flying by these numbers will insure that your aircraft can perform as outlined in the performance section of the aircraft manual. The numbers that are not in the handbook are the power settings that will result in the airspeed numbers that you are trying to achieve. Obviously, full power is required to achieve the best angle (Vx) and best rate (Vy) of climb; and obviously zero power will give you the best glide if the proper speed is maintained in the descent. But what about in between? Do you know what power settings give you the desired airspeed in the traffic pattern on downwind, base leg and final approach? The checklists give you the recommended airspeeds, but what power setting do you use to get that desired airspeed. There may be some parameters set in the checklist, but most of the power numbers are found by trial and error and by repeated flights to establish a power number that meets the style of the pilot in command. When those numbers are established, they should be etched into the minds of the PIC, not as absolute, but as target settings. As in other areas of aviation there are variables that influence the desired outcome: weight, wind, temperature and aircraft configuration to mention a few.

In teaching a student to fly in the traffic pattern, we try to establish these target power settings early in the training and then teach them to modify the traffic pattern or other variables to meet the desired landing result. Too often, the changes in power are made during the final approach stage of the flight, resulting in a very unstable approach, and subsequently, a very poor landing. Work to develop an approach where you put yourself in a position of never adding power to reach the runway. You can use drag to help you achieve the desired outcome. Once the power is set, reducing power should be the last change, and if done properly, should be done as the roundout is beginning.

The POH or AFM are the best places to get information on how the aircraft performs. Get these numbers and fly "by the number" and see the improvement in your approaches, landings and in your own confidence.

So til' next time, keep it trimmed,

Bob Simmers



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THANKS FOR THE FREEDOM WE ENJOY!



By Darrel Pittman, Past Chairman

As I'm writing this, I'm in my hotel room in San Antonio, Texas, attending a CAP National Board Conference. In my last article, I told you about Gene Wink, the WWII pilot. He and I had a nice telephone visit while I was here. He was a little under the weather so he did not want to go out. What a great guy and nice gentleman. His story, "Born to Fly," is fantastic. If you have not read it yet, I encourage you to do so. He has flown just about every WWII airplane built. He was very partial to the P38 and said it was probably the nicest aircraft he flew.

OSHKOSH

I was given another opportunity to go to Oshkosh this year. I had not been there since I worked it in 1985 and now I've gone two years in row. It's unbelievable how it's grown! I went with Larry Taborsky in the Skymaster. Nice trip, but we ran into some ice at 11K, in July, can you beat that? However, all in all, it was a nice trip over and back. I was given the task of working with the FAA safety team again and it was great. Met and talked with a lot of previous co-workers. There were some outstanding speakers in the Forum. The safety team is constantly trying to make things better and safer for all of us that fly. Log onto www.FAASafety.gov and try it, you will be surprised at all of the information contained on the website.

BUCKSTOP JUNCTION

On August 16th, the Bismarck/Mandan EAA Chapter 1008 again prepared and sold food at Buckstop Junction. This was the third year the chapter has done this in support of the Capital Aviation Hangar that was moved to Buckstop a few years ago. We are looking for an old airplane as a permanent static display. If you know of something, let me know.

"YOUNG EAGLES"

On August 22nd, the Bismarck/Mandan EAA Chapter 1008 flew "Young Eagles." It was a Girl Scout troop and they had a great time. We cooked Buffalo burgers; everyone went home stuffed. My thanks to all those that helped. We will be doing it again soon for a Boy Scout group.

TURTLE LAKE

It is now Sunday afternoon, September 20th, and I've just returned from helping Ray and Dianne Herr at the annual fly-in breakfast. Marlette and I drove the motorhome and stayed Saturday evening. It was a very nice night.

Breakfast was great, as always, but we only had 17 airplanes come in. The WX forecast apparently took its toll. Lots of motorcycles and vehicles, and everyone renewed some old friendships. Larry and Amy Taborsky were there. She scolded me for the usual tardiness of my article, and I apologize.

SYMPOSIUM

The Aviation Council will begin another year of monthly meetings in an effort to bring all of you another great Symposium. This next March we are in Fargo at the Holiday Inn. Start making plans now to attend and file your flight plan for another outstanding UMAS. See ya in Fargo!

CLEARED FOR TAKEOFF, DARREL

NDBAA

NDA IS NOW THE NDBAA

By Jon Simmers

The North Dakota Aviation Association was founded in approximately 1947. Over the years, the NDAA's purpose evolved "to bring together the aviation interests of North Dakota for the common good of the community." These interests included aerial application of agri-chemicals, promote aviation economy, safety, private and commercial use, regulatory concerns, federal agency relations, bond other organizations with shared interests, friendly membership cooperation, and to act as a trade association.

In January 1983, the North Dakota Aviation Council (NDAC) was formed as an "umbrella group" with "the basic intent that the NDAC would be to publish an official magazine, handle overall lobbying efforts, coordinate a joint convention, and generally promote aviation in a collective manner." At the time, the airports, ag, mechanics pilots, and commercial groups each had their own agenda without unifying their efforts on common issues. As a result of the evolution of the NDAC, the NDAA's identity was in question.

In March of 1983, the NDAA by-laws were adopted and the NDAA organization re-focused its mission toward the common interests of commercial/corporate organizations and membership that "consist of profit motivated corporations, companies or partnerships who have a common interest in the improvement, development and growth of commercial aviation in North Dakota."

Today, NDAA forms a new identity as the North Dakota Business Aviation Association (NDBAA). The revised mission of the organization is to promote the interests of those that benefit from the use of business aviation in North Dakota. Business aviation users utilize aircraft ranging from single engine pistons up to turbo jet aircraft and include but are not limited to private pilots, charter operators, flight departments, FBO's, maintenance providers, and other forms of business aviation users or aviation service providers. The NDBAA is an organization that can provide a platform for statewide involvement by allowing business aviation users to join together to resolve common issues and share best practices.

NDBAA Objectives:

- Foster the highest degree of operational safety, security and efficiency.
- Provide a unified voice toward issues impacting NDBAA members locally, regionally and nationally.
- Promote professional development through education and training.
- Promote positive public relations for business aviation.
- Bring members into closer relations with each other through networking to help provide solutions to common issues.
- Gain credibility through active state and regional involvement.

Please contact Jon Simmers at jons@bismarckaero.com or Fred Adams at fadams@bepc.com to learn more!

AAND

By AAND President Tim Thorsen

AAND is an organization of North Dakota's airports. We exist to promote aviation in North Dakota and do so mainly by sponsoring and organizing annual training for airport operators as part of the Upper Midwest Aviation Symposium (UMAS). AAND's Executive Committee and Regional representatives will meet in late October to consider topics for AAND's presentations for the March 2010 UMAS at the Holiday Inn in Fargo. Each year this group works hard to come up with a solid program. Input is greatly appreciated and will help make a positive contribution to the professional knowledge level of those who attend.

Contact any of the following to provide your input:

- President: Tim Thorsen, Bismarck, (701) 355-1808
- Vice President, Andy Schneider, Jamestown, (701) 252-6466
- Secretary, Jim Lawler, Mandan, (701) 663-0669
- Region 1 Representative: Hank Bodmer, Kenmare, (701) 385-4029
- Region 2 Representative: John Boe, Langdon, (701) 256-3776
- Region 3 Representative: Larry Mueller, Hillsboro, (701) 436-5880
- Region 4 Representative: Darren Anderson, Fargo (701) 241-1502
- Region 5 Representative: Matt Remyse, Dickinson, (701) 483-1062

A fall professional development opportunity I recommend for airport operators is the FAA Bismarck Airports District Office Fall Seminar on October 27-28, 2009, at the Radisson Hotel in Bismarck. The program starts with registration at 8:00 AM on the 27th and goes to 5 PM. The program on the 28th is 8 AM to 3 PM. Their theme this year is "Back to Basics." The FAA will discuss the funding program and managing grants. These seminars are really informative. This program will be directly applicable to North Dakota's 8 commercial service airports and 45 General Aviation airports in the National Plan of Integrated Airport Systems (NPIAS), all who receive FAA grant funding. Contact Janelle Stocking at (701) 323-7380 for information.

I ask that airports confirm that your AAND dues are current. If you have questions, contact Jim Lawler at (701) 663-0669 or email mdnaport@extendwireless.net.

As we close out of summer construction, now is the time to take a look at your snow removal equipment and review procedures in Snow and Ice Control plans. A little preparedness will go a long way when the snow starts flying. Winter is just around the corner.

NDAAM

DAKOTA TERRITORY AIR MUSEUM

By Don Larson, President, Board of Directors

In only a few short weeks, we will be closing the doors again on a very successful season at our museum. We are open from mid-May to mid-October of each year.

2009 has been a very successful year at the museum. We started out in late April and into May with numerous area school field trips. The students always look forward to a visit at the museum, and it gives us a great opportunity to visit with them about the beginning of powered flight with our Wright Flyer as a backdrop. We are always amazed at the knowledge that many of these students have about the early years of flight.

The later part of June we again hosted the North Dakota Military Vehicle Collectors Association's annual gathering. The group had nearly 70 units on display. This group always does a "Bang-up" job in restoring and displaying these old vehicles. Admission charges to the museum were waived for the weekend and all donations collected amounted to \$746.00 and were sent to the Roughrider Honor Flight program in the names of our two organizations. Earlier in the year, the Dakota Territory Air Museum donated another \$1,000.00 to this very worthwhile cause.

Our 13th annual sweepstakes drawing was held on August 23rd in conjunction with a fly-in drive-in breakfast. The winner of the polished Cessna 140 was Elena Ivanovski of New York state. Our correspondence with her indicates that she will be picking up the airplane sometime in October. Congratulations to her, and an expression of appreciation to everyone who participated in our sweepstakes. It was again very successful in that we sold out the entries a month in advance of the drawing. We would like to point out again that nearly 75% of our entries are purchased by those living outside the ND, SD, MT, MN four state area. Also, the weekend of the drawing, we had on display Hawk One which constitutes a highly visible tribute to the commemoration of 100 years of powered flight in Canada in 2009. "Resurrect, Celebrate, and Motivate" is the theme behind the refurbishment of a Royal Canadian Air Force (RCAF) F-86 Sabre 5 in the colors of the legendary Golden Hawks aerobatic team that thrilled Canadians from coast to coast from 1959 to 1964. Our thanks goes to Warren Pietsch for arranging the special showing here in the states.

On September 11th, we hosted a Gala USO show and dance. The event was co-sponsored by the Minot Area Council of the Arts (MACA), the NDMVCA, and the DTAM. We had about 250 folks for the catered meal, show and dance. We had excellent participation from the community and from Minot Air Force Base. There were about 35 volunteers from MAFB that helped with serving the meal and parking vehicles. Our thanks also to Henry Reichert for the use of his P-51 mustang "Dakota Kid II" as a very appropriate display for the evening. The event was labeled a huge success, and plans are being made for 2010.

GRAND FORKS INTERNATIONAL AIRPORT

By Patrick Dame, Airport Director



Grand Forks International Airport opened its new parallel runway on August 17th. The Grand Forks Airport's new east-west parallel (fourth) runway project is complete. The August 17th ribbon cutting ceremony was attended by over fifty people, including (pictured bottom right) Authority Exec. Dir. Patrick Dame, former Exec. Dir. Steve Johnson, Authority Commissioners Rich Becker, Hal Gershman, Clark Cronquist, Steve Kuhlman and Brad Beyer. UND's JDOSAS Dean Bruce Smith and Director of Flight Ops Al Palmer helped GF Mayor Michael Brown cut the ribbon, while Johnson and Dame held the ends. Representatives were here for Senator Conrad and Congressman Pomeroy. Letters from the Delegation were read aloud, all saying they were pleased to support this project and are proud of the progress our airport is making. They all look forward to the benefits this runway will bring to the community and to our state.

The ceremonial first aircraft to use the new parallel east-west runway was the first aircraft used by the University of North Dakota John D. Odegard School of Aerospace Sciences in 1968. UND will be the primary user of the new runway. The Cessna 150 was sold in the spring of 1973. UND repurchased the aircraft as part of the Odegard school's 40th anniversary in 2008.

Piloting the aircraft were Ryan Guthridge and Dave Cink. Ryan is a Certified Flight Instructor at UND and is currently interning with Weather Modification, Inc. at Fargo this summer. Ryan received the "National Top Pilot Award" from the 2009 National SAFECON Collegiate Flight Competition. Ryan lead the University's flying team to their 15th National SAFECON title in 25 years. Dave has been the FAA Air Traffic Manager with the Grand Forks Air Traffic Control Tower since 1996. As a UND student in 1973, Dave was one of the last students to fly the aircraft prior to being sold. Dave is an Airline Transport Rated pilot, a Certified Instrument Flight Instructor and a former

commuter airline captain. Dave has been instrumental in working with the Airport Authority, airport master planners and consultants on the justifications for the new runway and taxiway system. These justifications included enhancing the safety of the users, efficiency and safety of operations in crosswind situations and separating the landing areas for fixed-wing aircraft and helicopters using the Grand Forks Airport. The need for this cross-wind runway has been in the process for 15 years. Today, these two pilots were thrilled to be a part of this event, and the west winds were a bonus. Spectators applauded at the Cessna's take-off and landing, and then the runway was declared officially open. The Authority thanked the Delegation and the FAA, as well as Ulteig Engineers and Strata Corporation for their hard work on this project and refreshments were served at the airport restaurant.

After the first six months of 2009, the Grand Forks International Airport is ranked 23rd in the country for tower operations with a total of 176,603 operations. This airport is on pace to set an all time record - Cink estimates 340,000-360,000 compared to 2008's total of 241,423. The upcoming months of September and October are two of the three busiest flying months for UND, which constitutes the majority of the flight operations at GFK.

The new runway is designated Runway 9R/27L. It is a 3300' x 60' concrete runway, and has a visual, non-precision approach and can accommodate aircraft 12,500 lbs. or lighter, which is perfect for the UND fleet. Planning for the project began in 2002, and construction for the runway started June 3, 2008. The contractor moved enough dirt on just the runway to cover a football field, 284 feet deep! Enough concrete was poured to build a sidewalk 16.5 miles long, and 8.8 miles of storm drain pipe was installed. The cost was \$6.5 million and \$2.2 million to reroute the existing diversion canal.

Airport Executive Director Patrick Dame said, "This project has been a long time in the making as was only possible through a lot of hard work, cooperation and tough decisions. The new runway will give us increased flexibility and overall increased operations on crosswind (east/west wind) days."





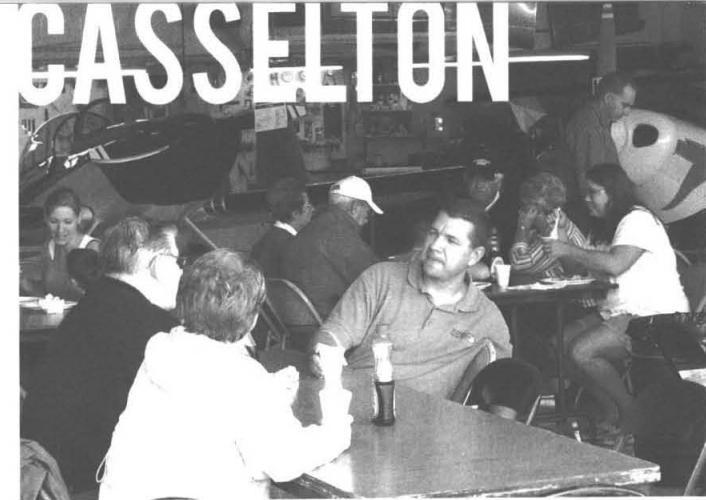
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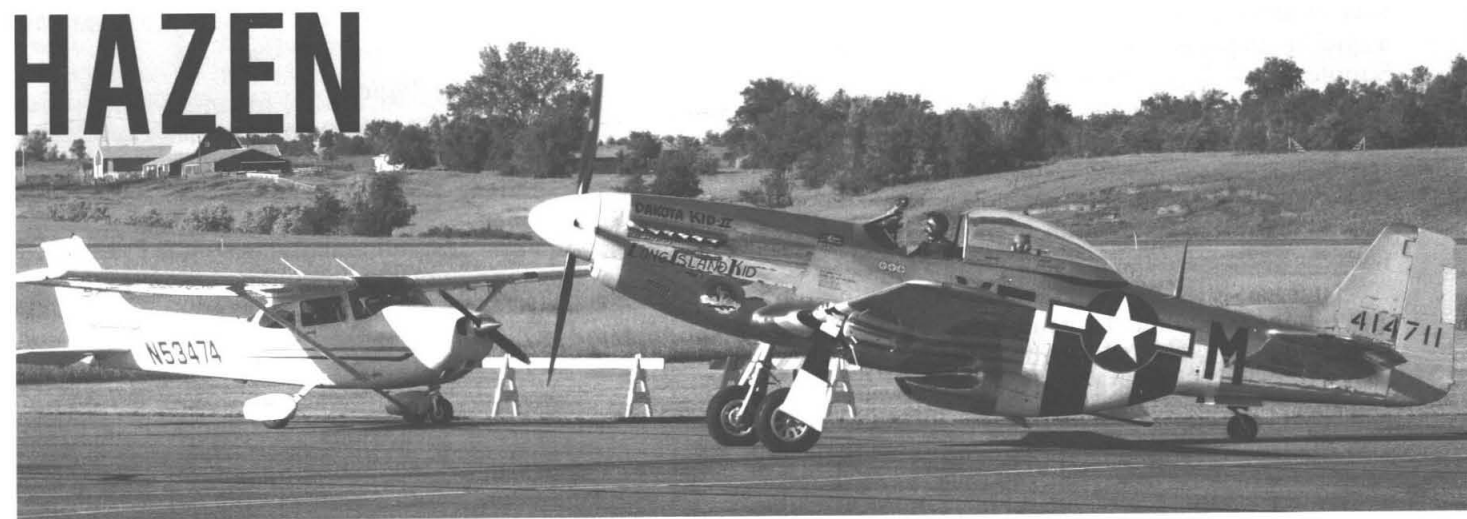
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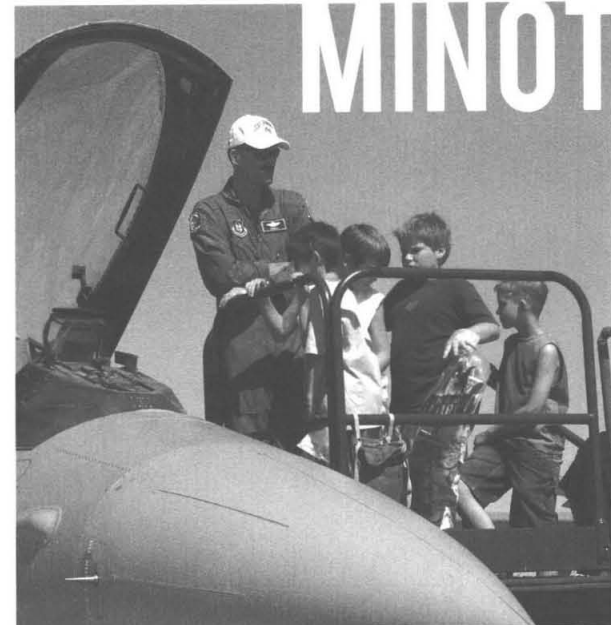
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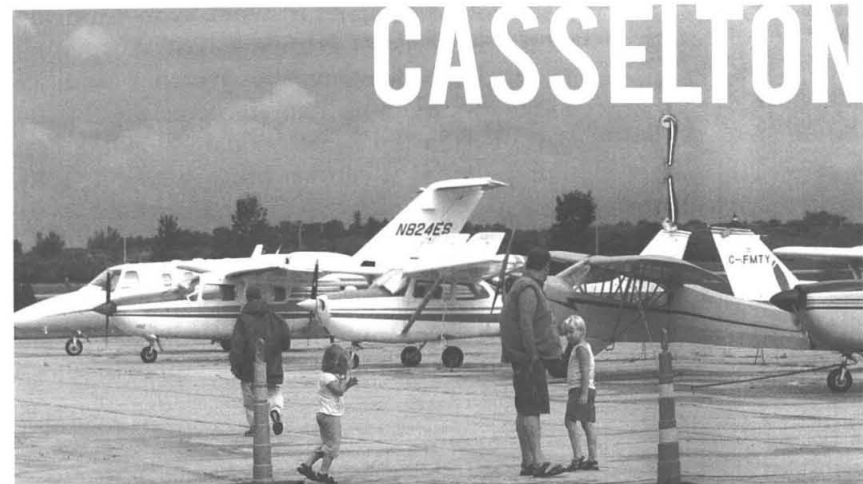
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CASSELTON



TURTLELAKE



TURTLELAKE

THE FARGO FSDO WELCOMES...



...New manager Mr. Nick Eull. Nick grew up west of the twin cities in Dayton, MN. He joined the US Air Force in 1973 and served in several different capacities as a B-52 and C-130 crew chief, based in North Dakota, California, Japan, and Arkansas. He retired in 1994 as the Maintenance Superintendent assigned to the AC-130U gun ship test and evaluation team located at Edwards AFB, CA.

Remaining in aviation after retiring from the USAF, Nick was employed by a manufacturing facility in California as a quality engineer and program manager responsible for Supplemental Type Certificate development for SATCOM installations for transport category aircraft. Nick was also employed as a quality control manager for a repair station employing 110 personnel that overhauled thrust reversers, fuel controls, struts, and cylinders. The same company was also an aircraft parts manufacturer and Nick was involved with the parts manufacturing approvals (PMA) process.

Nick was hired by the FAA as an airworthiness inspector and his first assignment was in the Long Beach, California FSDO in 1998. He later transferred to the Rochester, New York FSDO in 2001 serving as an airworthiness inspector and later as a Front Line Supervisor responsible for both airworthiness and operations inspectors. His team managed over 100 certificates ranging from repair stations, agricultural aircraft operations, foreign and domestic air carriers, designees, and flight schools.

Nick has earned a bachelor's degree in Industrial Technology from the College of Engineering University of Southern Illinois and a master's degree in Business & Management in Aviation from Embry Riddle Aeronautical University.

Nick has three sons and three grandchildren residing in Minnesota.

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NORTH DAKOTA AVIATION QUARTERLY



...Operations inspector Mr. Jay Flowers to the office. Jay is a Bismarck native and started flying in 1979. Jay was employed by Executive Air Taxi as a flight instructor, chief pilot, director of ops, and check airman. Jay is typed in Cessna 500 series and has extensive air taxi and emergency medical service experience.

Jay was hired by the Springfield, Illinois FSDO in 2006 and transferred to Fargo in July. Jay is married and has three daughters and one grandchild, all residing in North Dakota.



...Airworthiness inspector Mr. Jeffry Boe to the office. Jeff grew up on a farm in Climax, MN. After serving with the US Navy, he attended Dakota Aerotech and earned his airframe and powerplant certificates. Jeff was employed by Bemidji Aviation and Park Rapids Aviation as Chief Inspector. Jeff was

hired by the Orlando FSDO in 2007 and transferred to Fargo in May. Jeff's extensive general aviation background will be a benefit to the office and the ND aviation community.

NDBAA

NORTH DAKOTA BUSINESS AVIATION ASSOCIATION NEEDS YOUR IDEAS!

One of the top goals for the NDBAA in 2009/2010 is to prepare a safety day for the 2010 Symposium scheduled to be held in Fargo on March 7-9. We are actively looking for topics that are of common interest to business aviation users that include but are not limited to private pilots, charter operators, flight departments, FBO's, maintenance providers, and other forms of business aviation users or aviation service providers. In addition, we welcome any topics from those that are not currently, but interested in utilizing aviation for business use.

Examples of Topics:

- Developing FAA Relations
- Ground Services safety
- "No Plane No Gain"
- Certified Aviation Manager Program
- Aviation Marketing, Advertising & Public Relations
- Educating your Stakeholders
- Insurance for Business Aviation
- Aircraft Manufacturer Presentations
- Air Taxi Part 135/ vs. Part 91 – What is best for my business?
- Employee Recruitment & Retention

Please contact Jon Simmers at jons@bismarckaero.com or Fred Adams at fadams@bepc.com to convey your ideas and business needs.



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WRIGHT BROTHERS MASTER PILOT AWARD REMINDER

By Steven R. Hoogerhyde, FAASTeam Program Manager
(Operations ND/SD)

Don't wait until the last month!

**North Dakota applications must be received no later than
January 15, 2010**

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

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

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

1. Have 50 years of Unites States piloting experience. The effective state date for the award is the date of the applicant's first solo flight or military equivalent. A current flight review or medical certificate is not required at the time of nomination.

2. Hold a US Civil Aviation Authority (CAA) or FAA Pilot Certificate with 50 or more years of civil flying experience.

3. Been a US citizen or permanent resident during the 50 years of US piloting experience.

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

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

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

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

- Three letters of recommendation from holders of FAA pilot certificates who can attest to the applicant's 50-years or more of US piloting experience.

- Photocopies or proper documentation describing the kind of certificate(s) held by the applicant, including if available, the original issue date(s) of the certificate(s).

- A detailed description, resume, or summary of the applicant's flying history.

- A completed WBMPA application form.

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

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



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North Dakota Aviation



HALL OF FAME

Name of Nominee: _____

Birthdate: _____ If Deceased, Date of Death: _____

Current Place of Residence: _____
(If applicable)

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

City / County

This Nomination is submitted by:

Individual or Corporation

Address, City, State, Zip

Telephone: (Home)

Telephone: (Work)

Instructions

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

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

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

Nominations are to be sent to:

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

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

NO PLANE NO GAIN

By NBAA

No Plane No Gain Message Reaching Capitol Hill, More Work Lies Ahead

The people in business aviation know all too well the many ways business aviation benefits America's economy and transportation system.

Ensuring that decision-makers in Washington are aware of this reality is the focus of the No Plane No Gain advocacy campaign, co-sponsored by NBAA and the General Aviation Manufacturers Association (GAMA).

Following a half-year blitz of television and newspaper advertising, interviews with a host of national news organizations, online communications through a dedicated No Plane No Gain web site, Twitter feed, YouTube channel and Facebook page, NBAA President and CEO Ed Bolen recently noted that signs of progress have emerged in the work to correct misperceptions about business aviation in Washington and elsewhere.

Earlier this year, a General Aviation (GA) Caucus was formed in the U.S. House of Representatives to inform members of Congress and their staff about the value of GA to the nation's economy and transportation system.

NBAA president and CEO Ed Bolen welcomed the creation of the caucus which now numbers 70 members by noting that the formation of the caucus demonstrates a recognition in Congress that general aviation plays a critical role in serving citizens and communities in every state.

More recently, Corporate Angel Network (CAN) received the Public Benefit Flying Award for Outstanding Achievement in Advancement of Public Benefit Flying. The award, presented to CAN on Capitol Hill, recognizes outstanding contribution that advances the state-of-the-art, or raises the standard of service for public benefit flying. CAN was nominated for the award by NBAA for using business aviation as a lifeline for citizens battling cancer. Cancer patients, through CAN, use empty seats on business aircraft making routine trips to destinations near treatment centers nationwide.

Also, a House resolution was adopted recognizing the value of general aviation to the nation's economic and transportation systems. The resolution pointed to the job creation, economic activity, humanitarian support and business productivity generated by the industry, all central themes in the No Plane No Gain campaign. Representatives in both the House and Senate have taken to the floor to speak about general aviation's benefits and value to the country.

During the summer Congressional recess, Arkansas highest elected officials held a news conference in Little Rock to highlight the value business aviation has to their state. Senators Blanche Lincoln (D) and Mark Pryor (D) and Governor Mike Beebe (D-AR) told a crowd of 500 people that aviation is essential to their states economy and work force, contributing \$1 billion to the economy and providing hundreds of good-paying jobs.

NBAA's Contact Congress tool makes it easy for Association Members to weigh in with federal officials on the industry's priority issues. Visitors choose one of several prepared letters on the site or write a letter about any issue they wish, and letters are never sent without individuals review and approval. One such letter seeks to correct misperceptions about business aviation by explaining its importance to companies and communities across the U.S., and encouraging elected officials to support proposals that protect the people and businesses in the industry.

Although much work remains to be done, it is clear that the No Plane No Gain program is helping to educate policymakers, opinion leaders and lawmakers about the value our industry has to our country, said Bolen.

More information on the No Plane No Gain campaign is available at www.noplanenogain.org.

NEW SAFETY PROGRAM FROM THE FAA

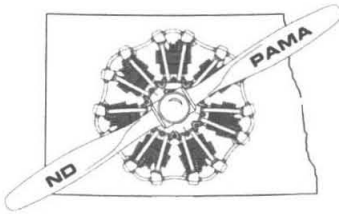
By Allan Skramstad

The FAA Safety Program has been completely redesigned and it seems like most of the changes are for the best. The new program requires pilots to demonstrate competency rather than just attend a seminar and get three hours of dual instruction. Rather than take a "one size fits all" approach, the program now automatically creates a recurrent training program for each individual pilot. The program is administered by the FAA Team which consists of FAA employees, representatives from industry, and interested individuals who volunteer their services. You can get all the details and register for the new program at www.faasafety.gov.

In Memoriam

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

Bob Evanson 8/18/09



Gordon W. Person Scholarship Application

Deadline: Postmarked by January 31, 2010

NDPAMA is a non-profit organization dedicated to the continued education and professional advancement of its members, and to the promotion of aerospace maintenance as a career field for interested young men and women.

SCHOLARSHIP SELECTION PROCESS:

Any person with an interest in a career in the aerospace industry is encouraged to apply.

Applications are subject to the review and discretion of the NDPAMA scholarship committee.

If two or more applicants are equal in qualifications, an essay, or interview with the applicant may be the deciding factor. In the event of a tie, preference will be given to North Dakota residents. The NDPAMA Scholarship recipient will be notified by mail.

SCHOLARSHIP VALUE:

The scholarship is valued at \$1,000.

PAYMENT SCHEDULE:

All scholarship monies will be paid directly to the approved institution upon verification of enrollment in an FAA part 147 aircraft maintenance technician training program.

QUESTIONS:

Questions concerning this scholarship can be addressed to:

Kenneth Foltz, 701-777-3847, kfoltz@aero.und.edu

Dan Kasowski, 701-777-7911, kasowski@aero.und.edu

Frank Argenziano, 701-777-7822, argenzia@aero.und.edu

CRITERIA:

1. Proof of enrollment in an approved FAA part 147 Aviation Maintenance Technician 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: _____

Home address, if different: _____

Home phone, if different: _____

E-mail: _____

Currently enrolled at what school: _____

What year are you in: _____

When do you expect to graduate: _____

Please return to:

Kenneth Foltz
John D. Odegard School of Aerospace Sciences
University and Tulane
Grand Forks, ND 58202-9007
kfoltz@aero.und.edu

2009 Bismarck Airports District Office Fall Seminar

Radisson Hotel
605 East Broadway Avenue, Bismarck, ND
701-255-6000

Galleria Ballroom (*second floor*)
October 27, 2009, 8:00 AM (Registration), **9:00 AM – 5:00 PM**
October 28, 2009, 8:00 AM – 3:00 PM

General Information - Registration

Please make your reservations at the Radisson, Bismarck, ND, at 701-255-6000 by September 26, 2009, to ensure the group rate of \$79 (single/double). Please say you are with the **FAA Fall Seminar** when making reservations.

Online registration is now available on a secured web site! All registrations will be handled by Bismarck State College. We are excited about our new online registration and are confident it will benefit our participants.

Registration by credit card or check: Visit the website at <http://www.bismarckstate.edu/ceti/faa> for online registration. Visa, MasterCard, and Discover are accepted.

or

Print, complete, and mail the registration form, along with your payment of **\$50.00**, to:

Bismarck State College – CETI
ATTN: FAA Fall Seminar
P.O. Box 5587
Bismarck, ND 58506
By October 19, 2009

If you have any questions, please contact Janelle Stocking at 701-323-7380.

Seminar Outline

This year's seminar will start at 9:00 AM on Tuesday, October 27, with registration beginning at 8:00 AM and will run from 8:00 AM to mid-afternoon on Wednesday, October 28.

The basic theme for the 2009 ADO Fall Seminar could be called "Back to Basics." The combination of split or multiple AIP programs over the last 2 years has caused considerable challenges in the AIP grant program. In addition, policy changes have required us to modify some of our practices and procedures. With all these changes, it seemed like a good idea to walk through the entire grant process and make sure everyone understands what has changed and what is required for a successful program. We'll focus on each element of the grant process, discussing time frames and documentation requirements, as well as having discussions on what's required for quality submissions.

We'll start with a discussion of the project validation process and the CIP/NPIAS update process, discussing timeframes and expectations. Then we'll move on to the process of project application, from the tentative allocation letter to the grant application itself, discussing all of the actions and documentation required before a grant can be issued. This portion of the discussion will lengthy as we'll discuss the requirements for a complete application, such as environmental review, airspace action, and the bidding process. Following this discussion, we'll look at the actions and requirements after a grant has been issued and the project is underway. We'll complete this process by discussing grant closeouts, including timeframes, amendments, and documentation. We expect the grant process discussion to fill most of the time available, but we will leave time for questions, discussions, and other subjects, such as compliance.

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



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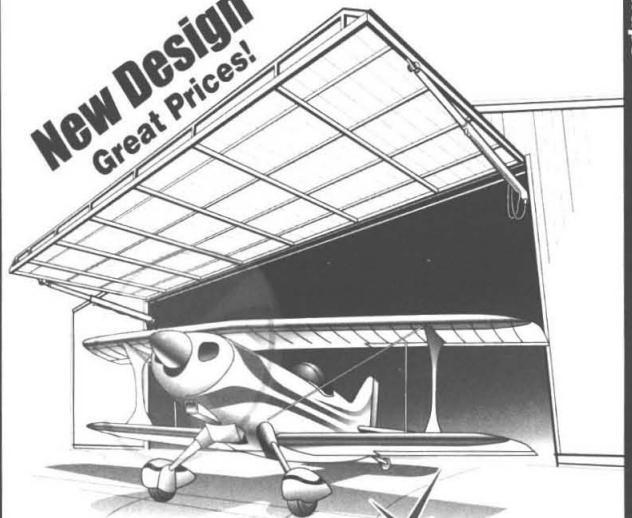
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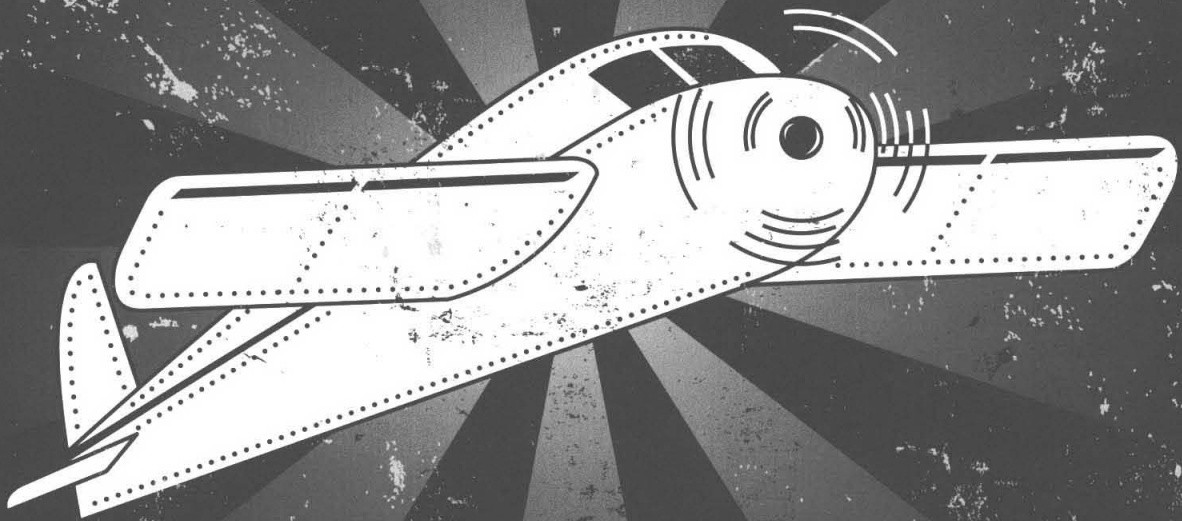
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