

# NORTH DAKOTA Aviation Quarterly

Issue #83

www.ndac.org

NDAC

Spring 2009

## DORGAN MEETS WITH AVIATION LEADERS



U.S. Senator Byron Dorgan (D-N.D.) met with local aviation leaders on March 14, 2009, in Fargo to discuss the future of general aviation in North Dakota and the nation.

The event was hosted by the Fargo Jet Center and the Alliance for Aviation

Across America, a national cooperative that supports general aviation.

Dorgan was recently named Chairman of the Senate Commerce Subcommittee on Aviation Operations, Safety and Security. The committee has jurisdiction over commercial airlines,

general aviation, and civil aviation, including airports and aviation security. The committee's jurisdiction also spans aviation safety, economic and consumer issues, and international agreements.

*Continued on page 2*

### CHAIRMAN'S CORNER

By Rod Brekken

#### UPPER MIDWEST AVIATION SYMPOSIUM



Well, I hope you all had a good time! I sure did! Of course I'm talking about the 2009 Upper Midwest Aviation Symposium that just recently concluded in Bismarck. I visited with a lot of very good friends who I work with every day, older friends I've worked

with in the past, and new friends I plan to work with in the future. That's the bottom line for the symposium. We need to continually communicate with these pivotal people who shape, form, nurture and support aviation in our wonderful state and region. Our purpose on the Aviation Council with the Symposium is to provide a positive aviation forum event for the young, the beginners, the experienced, and the accomplished. For those of you who had kids who attended the very

informative career day event held at Bismarck Aero Center, I hope they came home with dreams of becoming the next generation of aviation mechanics, pilots and support industry personnel that will be filling our shoes in the years to come. For those of you who attended the Symposium educational sessions as mechanics, pilots, airport administrators, historians, aerial applicators, flying farmers, FBO

*Continued on page 2*

operators or experimental aircraft people, we hope you learned something, shared something or taught something. That's how the industry stays strong and survives in today's increasing technological world. For those of you who came as speakers, demonstrators or exhibitors, we owe you our profound thanks. We hope your experiences at the Upper Midwest Aviation Symposium were positive and we want to take this opportunity to invite you back for next year's Symposium. For those of you who came to visit life-long friends, we hope you had the time to visit and reminisce about past glorious flights and make plans to make more of them together.

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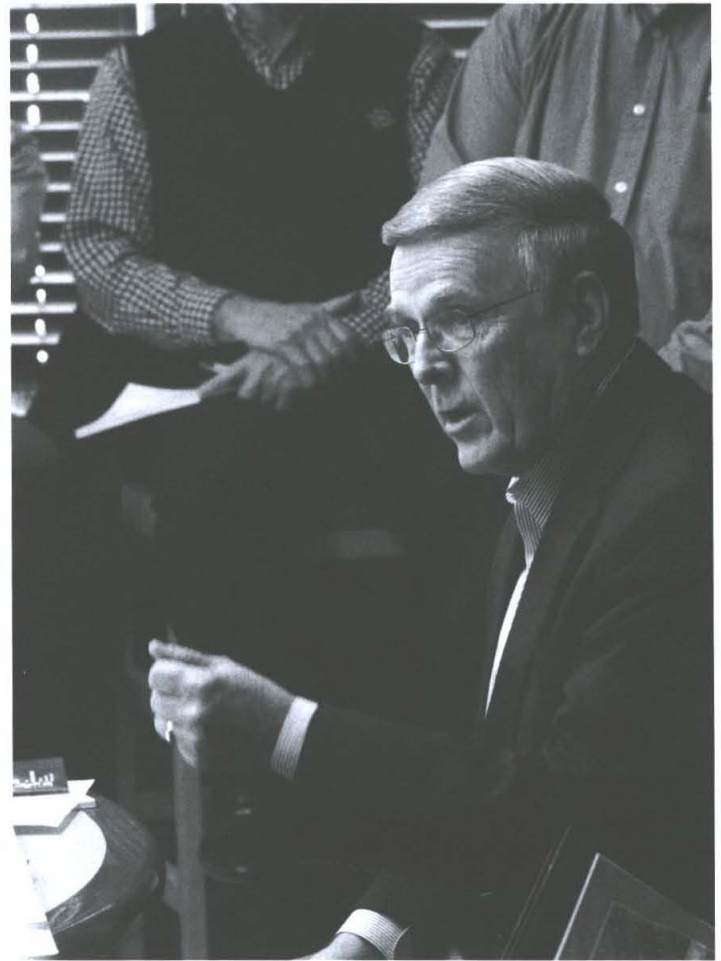
*"We need to continually communicate with these pivotal people who shape, form, nurture and support aviation in our wonderful state and region."*

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The rest of this column will be devoted to thanking the members of the Aviation Council who make all these experiences unforgettable. I want to thank Larry Taborsky, who was my vice president, who organized the career day event. Thanks to Paul Hanson and Jon Simmers who organized the publicity. Fred Adams and Todd Schwarz put together the registration and coordination with the exhibitors. Darrel Pittman, Fred Adams and Roger Pfeiffer handled coordination with the hotel for meals and meeting rooms and all the things that needed to be in place as you arrived. Jeff Faught, Lloyd Ouellette, Glen Wharam, Troy Georgeson, Jim McLeish, Bill Stramer, Jim Lawler, Darren Anderson, Don Larson, Robert Miller, Darrol Schroeder and Trent Teets helped keep things going in an orderly fashion and made sure everyone was in the meeting they wanted to be in. Amy Taborsky, as the editor, is responsible for all the pictures and organization of the articles you see here in the Quarterly. Mark Holzer needs to be thanked for being our ND Aeronautics Commissions Interim Director who keeps us apprised of the statewide and federal aviation events as they happen. Lastly, I need to thank Malinda Weninger. She is our council secretary who tries to keep all of us lined up throughout the year. She does an excellent job. All of these people need a resounding "Thanks" the next time you talk or see them!

Next year's Symposium will be held at the Holiday Inn in Fargo, the 7th, 8th, and 9th of March. Take a look ahead and "pencil" us in. We really hope you will join us for the greatest annual aviation event in North Dakota!

**ROD BREKKEN, CHAIRMAN, NDAC**



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*"The general aviation industry is very important to North Dakota's economy."*

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Senator Dorgan toured the center and participated in a discussion about general aviation in the state. He said that the aviation industry in North Dakota and the region benefits the local economy and sustains local jobs, and he will work to support general aviation through his work as Chairman of the Commerce Subcommittee on Aviation.

"The general aviation industry is very important to North Dakota's economy," said Dorgan. "It is critical that we do everything we can to support the entire aviation industry throughout this economic crisis. This meeting today was important in identifying challenges and discussing possible solutions for general aviation. We were also able to discuss the FAA Reauthorization Bill, which we will be writing in the coming weeks. I will take their suggestions back to Washington with me and will work to address these important issues through my role as chairman of the Commerce Aviation Subcommittee."

## SOMETHING NEW IS 'IN THE AIR' AT

By Scott C. Fletcher,  
Aviation Program Director



Northland Community Technical College (NCTC) is taking flight! As the newly announced Aviation Program Director, I am honored to be able to work with such a progressive program that offers fabulous opportunities for mechanics of the future. I vividly recall, during my first visit to campus, how amazed I was at the high level of quality the facility offered. I was equally impressed with the dynamic staff that warmly greeted me and welcomed me aboard. I instantly knew we would have the capability of taking the Aviation Maintenance Technician (AMT) Program to new levels.

As a seasoned mechanic with over 21 years in the aviation industry working for several major and regional carriers, it was clear to me this opportunity complemented my experience. Having come from a challenging and somewhat turbulent industry, I recognized the conditions of our economy and that of education. I believe this is the time for Northland's AMT Program to gear up for take-off. The transition of the mechanic role is evolving with new technology and the vast and unlimited depths of globalization. Each of these dynamics brings such a synergy to the model of education we have at NCTC. Let me share with you what I mean by new synergy.

In the course of the next few months, we will be examining our recruitment strategy, optimizing our markets and driving innovative ways to market to prospective students. We know we have a world-class educational program and facility, along with the ability to graduate the finest mechanics, to meet the markets of a field that is filled with growth and expansion. We are looking at other areas to seek opportunities to compliment our Part 147 program. In addition, we continue to develop and nurture corporate relations with outside businesses. In conjunction, we are looking at all workflow processes, benchmarking data, and seeking creative ways to find best practices that will leverage us for a bright and successful future.

Pride and integrity are important values of our program. We take great pride in the fact that our students are at a 100% placement rate upon graduation. We have been extremely successful placing our students with viable, healthy companies, allowing them to get off to a great start in their new career. Our goal is to ensure that our students are well-engaged in the program and receive top-level service from our staff. Northland has exceptional success in graduating quality mechanics that are ready to 'take flight'.

This year is our 50-year anniversary! Our program started in 1959, with our first class graduating 13 students in February of 1961, Northland's Aviation Program has had a long and successful legacy that peaked in its early 90s with over 400 students. Take a moment to come see us and experience the excitement that our Aviation Maintenance Technician Program offers.

We would welcome the opportunity to share news about our aviation educational program. For more information, please feel free to contact me directly at scott.fletcher@northlandcollege.edu or 218-683-8824 (Editor's note: NCTC is located in Thief River Falls, MN).

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## TRIM TAB SELLER BEWARE

By Bob Simmers

As I look out of the window, it hardly looks like spring. The air is gray with moisture and flooding seems to be the talk on the news these days. It has to still take a second seat to the economy to get news time, though.

That being said, I want to deviate from the normal talk about airplanes and how to fly them, to another issue that is sad to see. As most of you know, I am a die-hard aviation optimist that believes that we are our own worst enemy when we promote aviation. At the entry level, it is a hobby and discretionary or recreational budget is the source of the dollars that support the industry. No different than any other motorized sport. We seem to forget, when in conversation, about how much recreation sometimes costs. Aviation is no more expensive that any other motorized form of recreation and one of the few where the vehicle is worth as much or even more after a period of ownership.

In today's economy, we are seeing some declining values; however, they seem to be not declining as rapidly as some of the other investments. I recently checked the blue book and saw several models of older aircraft that are still holding their value. There are also some newer models that have lost 10 to 15 percent of their

value, far better that some of the cash or investment markets.

Even with this market holding better than investment average, there is an increasing amount of aircraft on the used market. It has become a buyer's market at this time as many need the cash to support other venues. With that being said, if you are trying to sell your aircraft, there are very few buyers, so if you get an offer, you will need to consider it carefully.

The biggest concern of mine is that with more aircraft on the market, there is also a noticeable increase in scam buyers making offers and trying to take your money; but have no interest in your aircraft. They start by replying to your ad, either agreeing to pay your asking price or a short negotiation, followed by a purchase agreement, then a document reporting that they have made a deposit in an escrow account. This is where things go south. The demand is made that you send a check to the escrow company for half of the escrow fees. This is their way of getting your money. Once the deposit is made, they are no longer to be heard from.

If you are selling your aircraft and have any reservations about the buyer, contact any licensed aircraft dealer, or contact the Consumer Fraud Division of the North Dakota Attorney General's office at (800) 472-2600.

I hope that you are keeping that old aircraft as the best investment that you have, but if you must sell, be careful and get help if needed.

**So til next time, keep it trimmed,**

**Bob Simmers**

## GENERAL AVIATION HELPS IN FLOOD RELIEF

*Observations by Mark Holzer-ND Aeronautics Commission*

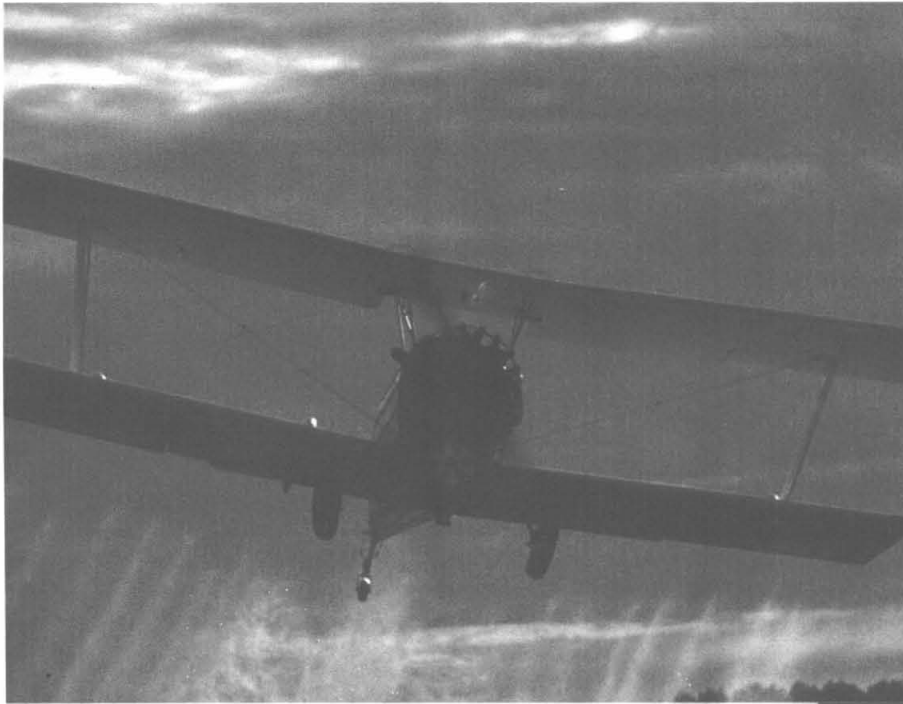
With tremendous air traffic at Fargo Hector Airport, general aviation airports were asked to provide relief for flood related airport operations. There were 58 aircraft and helicopters used for flood support from North Dakota, Iowa, Wisconsin, Montana, Minnesota, and South Dakota National Guards, US Coast Guard, US Army, ND Civil Air Patrol (NDCAP), US Customs and Border Patrol, ND Department of Transportation, ND Aeronautics Commission, ND Game and Fish, ND Bureau of Criminal Investigation, and ND Highway Patrol.

Airports providing assistance were Casselton, Hillsboro, West Fargo, Kindred, Wahpeton and Moorhead, MN. Casselton Airport Manager, Robert Miller, plowed additional snow to free up aircraft parking on the apron. NDCAP flight staff used the GA terminal. Hillsboro Airport Manager, Larry Mueller, contacted an aerial applicator for possible access to 20,000 gallons of jet fuel to help fuel rescue turbine helicopters if needed. Two UH-1 USAF Rescue Aircraft from Grand Forks Air Force Base were repositioned to the Hillsboro Airport using airport snow removal hangar and terminal buildings.

West Fargo Airport Manager, Keith Schonert, offered free apron space for helicopters and the terminal for use. Casey Odegaard, aviation business owner at Kindred Airport, had offered flight office, apron space and fueling tank for jet service. Cindy Schreiber-Beck, Airport Manager at Wahpeton Harry Stern Airport, had apron, hangar and jet fuel service for rescue aircraft providing 24 hour services. Moorhead Airport housed the Minnesota State Emergency helicopter, offered apron space, jet and avgas fueling and maintenance service.

NDCAP was flying river photographic missions along Missouri River to monitor ice jams that flooded Bismarck on March 24-27th. NDCAP was also flying air reconnaissance of power lines along Red River Valley. The ND Department of Transportation aircraft and ND Aeronautics Commission aircraft were flying river monitors and surveillance for the ND Water Commission. US Customs and Border Patrol were flying the UAS Predator B over Red River Valley and Missouri River for high altitude cameras and video monitoring water levels. They also evacuated residents at Manvel with their helicopter. ND National Guard helicopters (Blackhawk) were used to drill C-4 explosive holes for bombing ice jams on Missouri River.

General aviation airports and aircraft came to the rescue. The flights were professionally coordinated by the ND Air Operations Branch from Fraire Barracks located in Bismarck.



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# NDAAM

## NORTH DAKOTA ASSOCIATION OF AIR MUSEUMS

By Don Larson

Our museum kicked off its 13th annual Sweepstakes at the Upper Midwest Aviation Symposium. The 1946 Cessna 140, which is the Sweepstakes aircraft this year, will be given to a luck winner on August 23rd. This is always a very exciting fund raiser, which has taken on an international flavor. Over the past 12 years, we have had entries from every state plus Canada, Mexico, Australia, Africa, United Kingdom and Norway. It is surprising that nearly 75% of our entries come from outside our four-state region. If you have participated in our Sweepstakes in the past, you will be receiving your entries by mail within the next couple weeks. You can also get entries on our web site at [www.dakotaterritoryairmuseum.com](http://www.dakotaterritoryairmuseum.com) or write us at P.O. Box 195 Minot, ND 58702 or by phone at 701-852-8500.

As many of you know, Becky Herman from Williston won the Sweepstakes in 2008, and after spending some time at the museum, sitting in her Ercoupe, and getting some pictures, Becky and her husband Bob decided to donate the aircraft back to the museum.

We are very grateful to Becky and Bob for their very generous donation. Because of their generosity, you may have another chance to win the polished Ercoupe in the future.

In November of last year, we were the recipients of a very nice twin Beech D-18. Mr. Mark Rebholz of Vickars Vimmy fame flew his twin Beech on its last flight from his home in Aguila, Arizona, to Minot. After landing in Minot, Mark donated it to the museum. The twin Beech aircraft was used extensively by the military as C-45's, and were used in a civilian role to haul air mail. Since they were used to hauled mail back and forth across North Dakota, we plan to display it depicting early airmail service in our state. We owe many thanks to Allen Westereng and Leo Jostad who were on the flight and helped pay for the gas. Also, thanks to Roger Domres for his financial support and to Jerald Burtman for his efforts in coordinating the trip. Again, we are extremely grateful to Mark for his very generous donation.

Speaking of donations, we are always pleased to receive donations, whether it be cash, or tangible items for display. Remember, they are all tax deductible to the donor.

After what seems like an endless winter, we are very excited about opening again for the summer season. We will be opening May 12th this spring and closing for the season mid-October. We will again be hosting the North Dakota Military Vehicle Collectors Assoc. for their annual gathering on Father's Day weekend.

Hope to see many of you at the museum this summer.

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# NDPA

## ND PILOTS ASSOCIATION

By President Paul Hanson

How does the Post Office inscription go, "neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds." Upper Midwest Aviation Symposium did deliver despite a major winter storm. Luck would have it, the storm arrived the last day and half of the symposium.

Weather did cause several speakers from the eastern part of North Dakota to cancel their speaking engagements. All said and done impromptu, speakers stepped up to fill in the voids. I want to humbly thank Dr. Bruce Smith, Dean University of North Dakota John D Odegard School of Aerospace Sciences, for speaking at an impromptu moment. His knowledge on the subject matter of UAS from the UND point was welcomed very much. Great appreciation to Leslie Martin, UND John D Odegard School of Aerospace Sciences, Ken Wingenbach, Bismarck Tower chief, for their solos when their co-speakers could not arrive in Bismarck.

Mr. Barry Copper, Administrator Great Lakes Region, Federal Aviation Administration, was present for the pilots to ask questions, which he did with distinction. Thanks to Ken Foltz, UND John D Odegard School of Aerospace Sciences, Joe Morgan, Lockheed Martin AFSS, Steve Hoogerhyde, FAASTeam, and Bill Hamilton, AOPA. Your participation in 2009 Upper Midwest Aviation Symposium is greatly appreciated.

We now have to move forward to promote Aviation as a whole, and spur some excitement within the state of North Dakota itself. Suggestions are to start a program to inspire pilots and aviation enthusiasts to visit the many airports in the state. You would leave your name, address, and phone on an airport tear-off stub and send it into State Aeronautics to be recorded. Spread sheets would tally who had visited the airport. Next March, the results would be presented for prizes at the Upper Midwest Aviation Symposium. Watch for this program. Effort is being made to implement this type of program soon.

The FAA authorization plan is in Congress' hands, with the possibility of User Fee/charges stuck in to fund the plan. The funding team that has worked for decades is again being suggested for modification. Time will tell as to where this will end up.

Transportation Security Administration has issued a directive to all air carrier general aviation combination airports to have all pilots based at those airports subject to security threat assessment. This means these pilots must submit information, finger prints, etc., to get badge/gate key to access airside of airport. The badge would have an imprinted photo of the individual on it. Background checks I would have to be completed before the individual would be allowed to access the airside of the airport. If there is a problem, the individual must contact the TSA to solve the issue. Meanwhile, that individual would not have access to their aircraft. Point makes sure you have all the correct paperwork for TSA and get it in early. There are deadlines for implementation, each airport will be a little different in the requirements, such as to display the badge all the time or just have it in your possession. Transient pilots would not be affected as of now.

Last thing on my mind is the decline of the pilot population and associated services. As an industry, we have to market ourselves better. Most of what you see is in a negative light. I believe some of the virtues of aviation should be put forth more prominently.

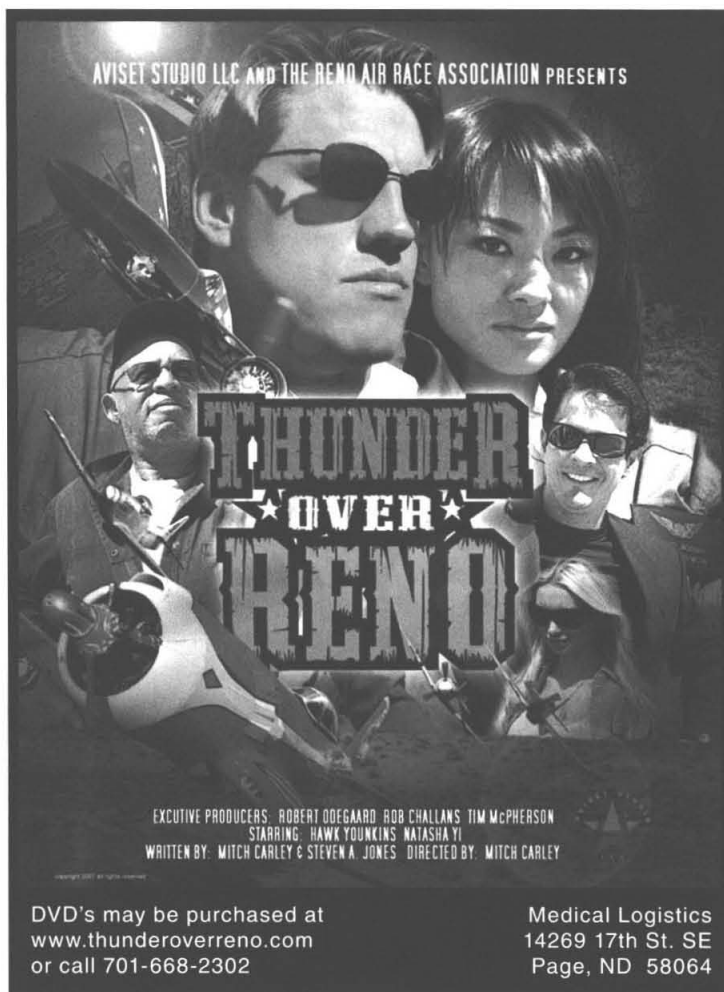
Virtues, you say, example, dedication to performing a unique task, piloting. How about the time, distance, money equation. It has been stated sometimes that flying is a stress-reliever. Learning a new skill that is not associated with previously learned skills. Pride of building an aircraft that is in fact, many small projects brought together in one large project.

How do we do this? Simplistic answer, communication!! Talk about aviation very time you get a chance. Especially around people who are not normally involved with aviation. Places to look for people are coffee shops, clubs, malls, you get the picture.

Either you can create the opportunity to talk on the subject, or just jump in when the opportunity of speaking about aviation presents itself. It does not matter how we get to the subject of aviation-we just have to get there.

Once there, speak from your expertise on aviation. Make reference to the many resources available for further information and assistance. Encourage questions. Without question, there are no answers, just raw data with no correlation.

We can turn the tide with a little help from many sources. Each individual doing one thing, added together, has a major impact toward the goal of growing general aviation. Meanwhile, go out, get current if you have not flown for a while, and enjoy your part of aviation.



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# THE SKY IS MINE IN "09"



By Darrel Pittman

That was the theme for the Upper Midwest Aviation Symposium (UMAS). For those that could not make it, it was held at the Best Western Ramkota Hotel in Bismarck on 8-10 March 2009.

The lead-in was an outstanding career day event held on Thursday, the 5th, at the Bismarck Aero Center Hangar. We had 5th and 6th grade students from many of the local schools in the district. I'm sure Larry will have more on this in his article.

On Sunday, the 8th, Bismarck Aero Center and Executive Air Service held open houses that awed everyone. Then that evening the annual ice breaker took place in the courtyard of the hotel. Everyone had all they wanted to eat and drink.

All in all, it was a very good Symposium. The speakers were excellent, starting with Dr. Bruce Smith from University of North Dakota Center for Aerospace Sciences on Monday morning. On Tuesday morning, Mr. Barry Cooper, Great Lakes Regional Administrator, gave us an update on the FAA. Both gentlemen spoke to some of the groups while there.

Monday evening was vendor night and the theme was aviation art. The council featured two local artists, Leon Basler and Scott Nelson. These gentlemen have some great paintings. Plus we had some of Monty Chase's propeller display items there. If you have not seen it, make it a point to do so.

The annual awards banquet was held Tuesday evening and many awards were given out. Two deserving award winners were Roger Pfeiffer and Darrol Schroeder. Both men were inducted into the North Dakota Aviation Hall of Fame.

The FAA safety team gave out five Master Pilot awards, they were Ward Whitman of Robinson, ND, Charles Gehrke of Aneta, ND, Quentin Georgeson of New Rockford, ND, Ted Dilse of Scranton, ND, and William (Bill) Grieve of Buffalo, ND. Congratulations, Gentleman.

The WX did its best to discourage some from coming but we finally ended up with a good amount of faithful attendees, thanks. The WX was mostly from JMS east, which had some affect on the banquet folks. Next year, we are in FAR, so hopefully those that could not make it to BIS can attend next year. Thanks for making the UMAS a success, see ya in FAR.

**THANKS AND CLEARED TO LAND,  
DARREL**

# NDAA

## NORTH DAKOTA AVIATION ASSOCIATION UPDATE

By Jon Simmers

The North Dakota Aviation Association (NDAA) hosted a Business Aviation Social at UMAS held in Bismarck. The event fostered a 45-minute brainstorming session designed to start developing a forum in North Dakota where business aviation professionals have an advocacy forum to voice common issues that can be shared and the business aviation climate can be improved. Topics included media perception of aviation, TSA's Large Aircraft Security Program, business aviation career paths, FSDO relations, and Congressional involvement, just to name a few.

The outcome of the brainstorming session and NDAA annual business meeting left the NDAA steering committee with the following priorities for the next 12 months:

1. **Regroup – get NDAA back on track – Re-define Identity and Purpose.**
2. **Increase involvement across the state. Hold meetings in both halves of the state.**
3. **Have a designated safety day for 2010 Symposium.**
4. **Promote business aviation in ND – Be proactive in communicating the benefits of business aviation.**

Although all of the world's business aviation problems were not solved during the symposium, general interest in the NDAA has been revived through meeting attendance and national corporations that have expressed their interest in sponsoring and playing an active role in the NDAA. At the end of the day, now is the time to re-focus the direction of NDAA as an advocacy tool.

For additional information on the NDAA, contact Jon Simmers at [jons@bismarckaero.com](mailto:jons@bismarckaero.com) or Fred Adams at [fadams@bepc.com](mailto:fadams@bepc.com).

**THANK YOU**  
to all the speakers, exhibitors,  
sponsors, and attendees  
for making the 2009 convention a  
success.

*See you in Fargo, March 7-9, 2010.*





## MARK'S HANGAR NEWS

By Mark J. Holzer,  
ND Aeronautics Commission

The hangar is a great place to post news for what is happening in aviation in North Dakota.

The current concern across ND is flooding and how airports and tenants maybe be impacted. Flooding is occurring, not just along the Red River Valley, but all across ND. Airport runways that are located along rivers and creeks can flood due to the ice jams. Also threatening airports this spring are frozen culverts blocking normal runoff, causing overflows into hangars. The spring rains will put more stress on rivers and lakes. Airport boards need to contact local insurance companies for National Flood Insurance as the State Fire and Tornado Fund does not cover floods. Airport managers are reminded to clean out mud that may block runway edge drain outlets so water can flow out and away from pavements. Pavement cracking will be very severe this spring as frost comes out of the ground.

The Upper Midwest Aviation Symposium was held recently in Bismarck. Aviation conference highlight for our agency was that we received a positive response from attendees of the Aerial Spray Safety and Security Meeting held Sunday, March 8th. Key speakers were Brian Rau of ND Aerial Applicators Association, who pointed out wind farm unmarked Metrological Testing Towers (Met), Workforce Safety on insurance provisions, ND Agriculture update on loading processes, TSA on security vigilance, and viewing of NDSU chemical drift video. The commission will work with NDAAA to inform wind farm owners to suggest marking Met towers. Aerial applicators who did not attend this session or the PAASS at the Tri-State in Sioux Falls, can contact our agency for a video appointment.

The Airport Association of ND had a great turnout for the aviation conference. As always, funding is key for this group as FAA had three speakers explaining the trends. The federal jobs bill should bring an estimated \$6-10 million of airport construction to ND in 2009. The second half of the 2009 FAA Airport Improvement bill will offer another \$15-20 million to the state's federal 54 airports. State airport funding is forecast to reach \$2.5 million per year. This summer will be very busy year for contractors, thus flyers will need to watch NOTAMS closely. New aircraft and fire-fighting rules in the upcoming airport federal legislation may cause

severe financial implications and must be opposed.

ND Pilots Association had great sessions on flying safety. An interesting trend to watch will be the development of ADS-B and GPS technology. Both options provide navigation solutions for the future. FAA plans the Next-generation air space modernization aggressively in the next five years as reported by FAA Regional Administrator Barry Cooper. The issues of Light Aircraft Security Program (LASP) proposed by TSA are a major concern. Rulemaking ended in late February 2009 and over 7,000 comments were filed at TSA. Members of Congress held an aviation industry roundtable in March that raised significant concerns about the negative impacts to the general aviation community.

---

*"The March month was very  
productive as communications  
flourished amongst  
North Dakota Aviation  
Council groups."*

---

An exciting event at the Symposium was the session held with the ND Aviation Association to foster more membership from Fixed Based Operators and Corporate Aviation members. Today many issues are impacting aviation business and corporate flying, such as security rules, high fuel prices, media reports on value of flying, and others. A strong NDAA will help all of us in aviation to work to foster the growth of 65 businesses on public airports in our state.

So the March month was very productive as communications flourished among ND Aviation Council groups. The North Dakota Aviation Hall of Fame inducted two former Aeronautics Commission staff; past Commissioner Darrol Schroeder and past Assistant Director Roger Pfeiffer. What a special night for two aviation friends and family members. Congratulations to the Council members whose teamwork made the hangar talk more exciting and, hopefully, solved some problems along the way.

# **NDAAA**

## **NORTH DAKOTA AGRICULTURE**

### **AVIATION ASSOCIATION**

*By Brian Rau, ND Director of National Agriculture Aviation Association*

#### ***What are Meteorological Testing Towers?***

These towers are typically 60 meters (199 feet) which fall just under the requirements for FAA lighting and marking. They are used for gathering wind data during development and siting of wind energy conversion facilities. They are also used during the operation of wind conversion facilities. They are called Met Towers for short.

#### ***How are they constructed and when are they used?***

The type used before the construction of a wind site consists of sections of galvanized tubing that are placed together at the site and raised and supported using guy wires. They can be erected or removed in as little as three hours. The tower may be at one location for a short period of time and then moved to a different location, as the wind company is checking the area for the best wind conditions for the placement of wind turbines. Since they are light weight and portable, they do not leave a visible footprint on the ground. They may be found in cropland or non cropland areas.

The type used during the operation of a wind conversion facility is built heavier and may or may not use guy wires; they usually still fall under the height required for FAA lighting and marking.

#### ***What is the concern for aerial operations?***

Agricultural Pilots, EMS operations, Fish and Wildlife, Animal Damage Control, Aerial Fire Suppression and any other low-level aerial operation may be affected. The type of construction (unmarked, grey color and guy wires,) makes for a structure that is nearly invisible under some lighting or sky conditions. The temporary and mobile nature of the structure makes their location difficult to maintain in a data base. There may be a wind company considering an area for a wind site without general public knowledge as some wind companies do their research and initial development without any public advertising. In some cases the landowner's contract requires the landowner to keep this information confidential. The Public Service Commission only regulates wind sites greater than 100mw, may not know about smaller sites at all, and may not know about large sites until a siting permit is applied for, which may be several years after a wind company has been researching an area with Met Towers. No area of the state is off-limits for wind development. Aircraft collisions with towers usually result in fatal injuries.

#### ***Suggested operating procedures regarding meteorological testing towers***

Ferry above 500 feet, even in sparsely populated areas.

Think inside the box: Establish a box that contains the

field (area) that you are working, plus the turnaround area, make sure that you inspect that area for obstructions while still at altitude, then stay in that box while conducting operations, including entering and exiting the area.

When working within or near wind turbine sites, do not become so concentrated on the large turbines that you miss something smaller such as a Met Tower. Most operating wind conversion facilities have one or more testing towers located within them.

#### ***Other ways to mitigate this problem***

Ask your customer / landowner to let you know if he signs a contract with a wind developer and if he knows of any Met Towers in the area

Talk to known wind companies and meteorological tower erection companies to see if they will voluntarily mark these towers.

Talk to your local zoning authority and suggest that local zoning laws require the marking of these towers. (Most are willing to consider this once the danger is explained to them.)

#### ***What else is being done?***

The North Dakota Aeronautics Commission, and the North Dakota Agricultural Aviation Association, with the help of the Public Service Commission, are compiling a list of known wind conversion companies and meteorological testing tower companies. A letter will be sent to these companies to inform them of the risks involved with meteorological testing towers and recommend that the towers should be marked.

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# The Sky '09 is Mine → in

## THE 2009 UPPER MIDWEST AVIATION SYMPOSIUM

Photos by Amy Taborsky



Bismarck Aero Center holds its open house where many planes were on display including an antique prop display by Monte Chase.



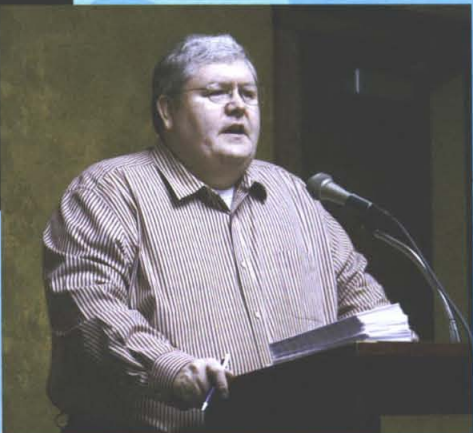
Dan Kasowski enjoys the Executive Air Taxi's open house where they featured planes inside their hanger and also outside on the tarmac.



Rod Brekken, chairman of the North Dakota Aviation Council, welcomes guests to the 2009 Upper Midwest Aviation Symposium in Bismarck.



Bruce Smith, Dean UND/JDO Aerospace, greets an early Monday morning crowd.



Tim Thorsen, President of AAND, gives the welcoming address Monday morning.

T 91.7

PERSON MAY OPERATE A CIVIL AIRCRAFT UNLESS IT IS IN AN AIRWORTHY CONDITION.

AIRWORTHY

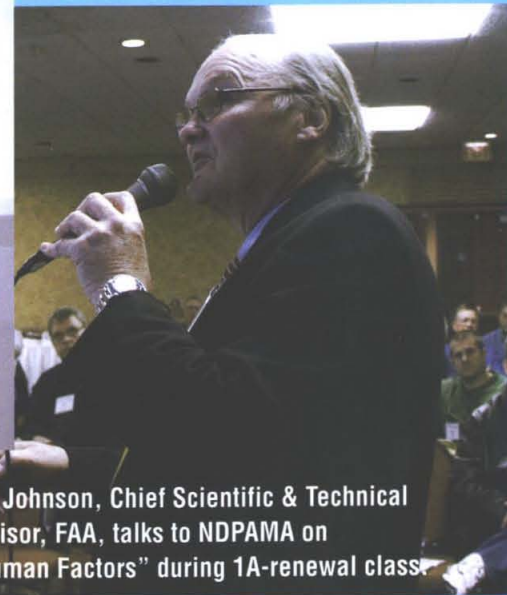
'S THAT ?????

Dave Slaybaugh, FSDO, talks to NDPAMA on FAR Part 91.7 during a renewal class.

Everything You Need to Know About GPS Approaches

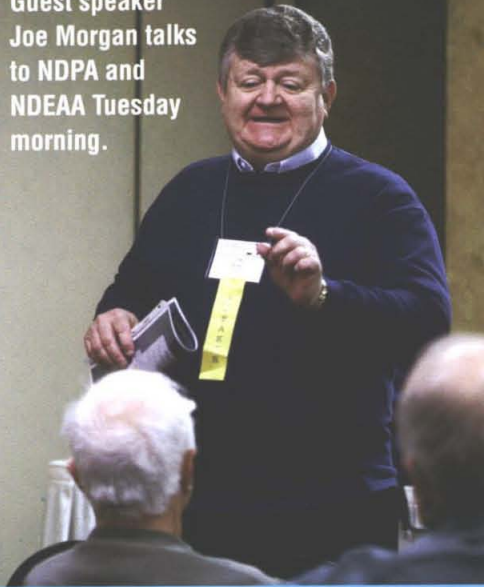


Leslie Martin, Asst. Professor, UND JDO Aerospace, updates members of the NDPA on GPS's.

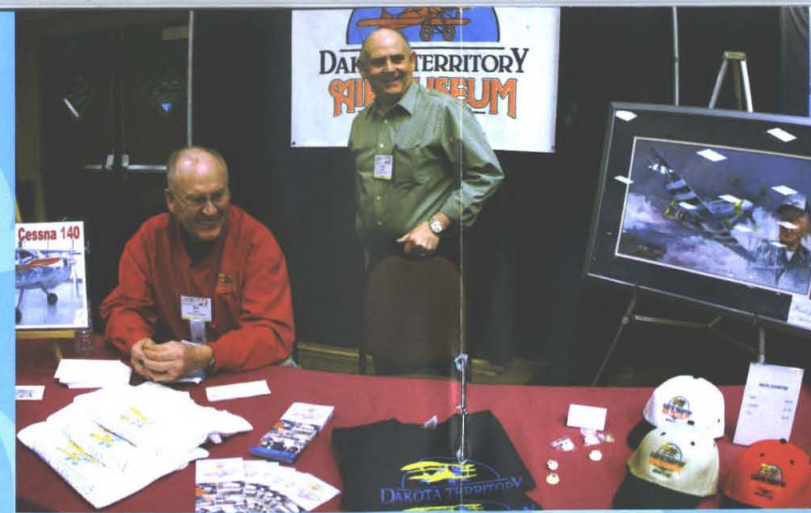


Bill Johnson, Chief Scientific & Technical Advisor, FAA, talks to NDPAMA on "Human Factors" during 1A-renewal class.

Guest speaker Joe Morgan talks to NDPA and NDEAA Tuesday morning.



Barry Cooper, Regional Administrator, FAA AGL, Tuesday mornings breakfast speaker.



Don Larson and Leon Basler during Tuesday's lunch with exhibitors.



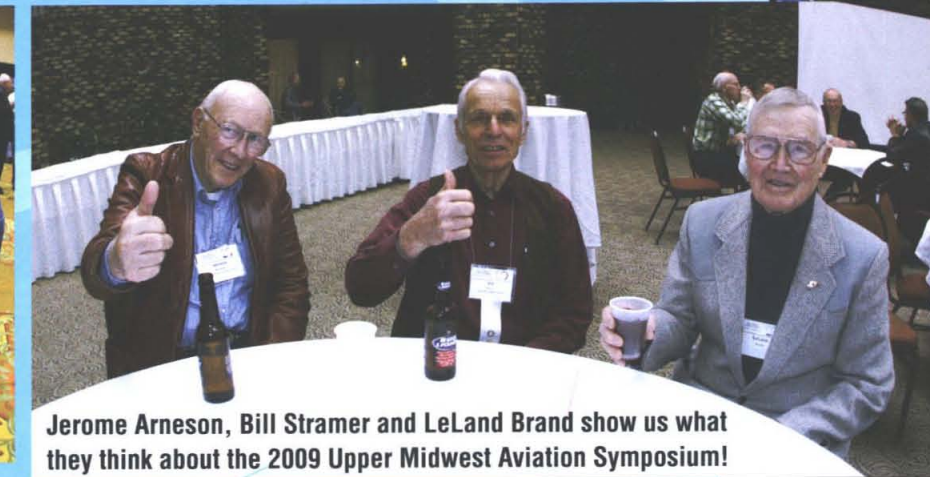
Guests at Exhibitor's Night were mesmerized by the artist Scott Nelson's historical work.



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Leon Basler's artwork had guests registering for the raffle of one of his paintings on display.



Jerome Arneson, Bill Stramer and LeLand Brand show us what they think about the 2009 Upper Midwest Aviation Symposium!



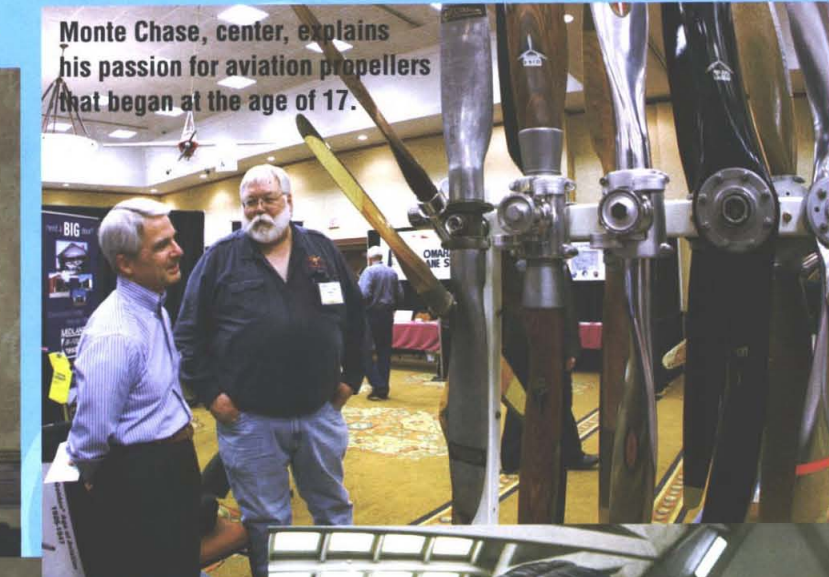
Guests enjoy Monday night's Exhibitor Night.



Bill Hamilton, AOPA, Central Region, entertains the group in the AAND meeting room.



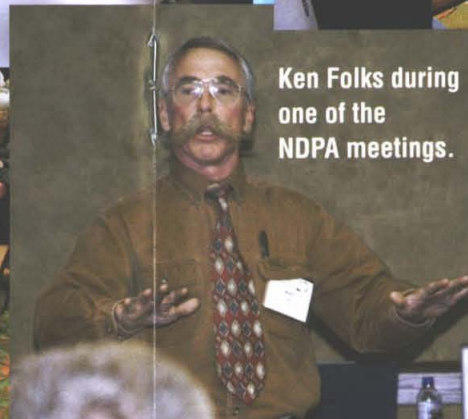
Despite the weather, Jeri Alles, FAA AGL Apts. Manager, gives her thoughts on "Regional Airport Goals".



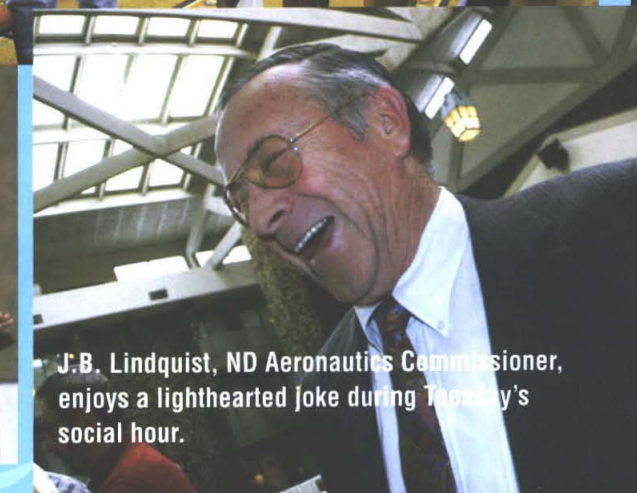
Monte Chase, center, explains his passion for aviation propellers that began at the age of 17.



Crowds fill the banquet hall for a Monday lunch.



Ken Folks during one of the NDPA meetings.



J.B. Lindquist, ND Aeronautics Commissioner, enjoys a lighthearted joke during Tuesday's social hour.



Scott McFall, humorist and inspirational speaker, entertains the banquet night crowd.

North Dakota Aviation



HALL OF FAME

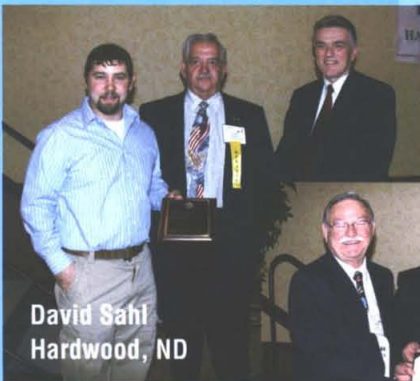
Roger L. Pfeiffer and Darrol G. Schroeder, 2009 inductees into The North Dakota Aviation Hall of Fame.

Congratulations Roger and Darrol!



**FAA Team Aviation Safety Awards**

David Slaybaugh (I), FSDO and Barry Cooper, FAA AGL present awards!



David Sahl  
Hardwood, ND



Darrel Pittman,  
Bismarck, ND



Mark Holzer,  
ND Aeronautics Commission  
Bismarck, ND

Frank Argenziano, UND, presents Brent Idland, Devils Lake, the "2009 NDPAMA Gordon W. Person Aviation Maintenance Technician Scholarship."



Larry Mueller, winner of two Allegiant Air airline tickets.

Anne Ongstad and her husband Bill, winner of the One Nights Stay at the Best Western Ramkota Hotel in Bismarck.

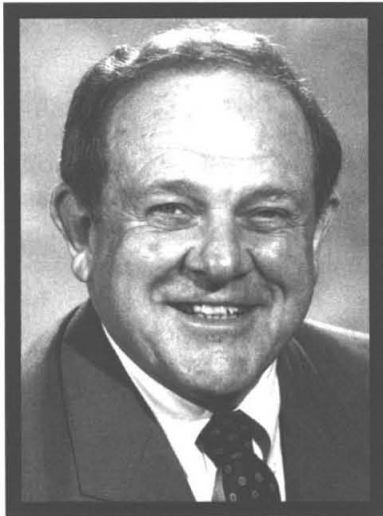


Lynelle Aukes and her husband Dave, winner of two Delta Airlines tickets.



Eileen Wittak and her husband Ray, winner of two Great Lakes Airlines tickets.

# We Remember Our Hall of Famer



## Thomas J. Clifford

1921-2009

Tom's Saying:

"No one can take the ultimate weight of decision-making off your shoulders, but the more you know about how things really are, the lighter the burden will be."

Thomas J. Clifford, 87 years of age, passed peacefully in the presence of family members on Wednesday, February 4, 2009. Tom was regarded with high esteem for his entrepreneurial spirit; leadership in economic development; and service to his community, state, and nation.

Tom was widely recognized as one of the most effective university presidents in the nation. A native of Langdon, North Dakota, Tom became the eighth president of the University of North Dakota (UND) and the first North Dakota native-born president in 1971. He served twenty-one years in this capacity, tied with President John West for the longest tenure in UND history. Clifford's history with the University of North Dakota spanned over fifty years as a UND student, faculty member, and administrator.

Tom loved the state of North Dakota, and when the Marine came home following World War II, he set about to further our state. Tom loved the hard-working, honest, intelligent people of North Dakota. He worked very hard to benefit our state and strengthen the University of North Dakota. He wanted national and international recognition for North Dakota.

As a long-time Dean of the College of Business and as Vice President and President of the University of North Dakota, Tom worked with many state, community, and business leaders on strengthening North Dakota.

Under Tom's leadership, the University of North Dakota evolved into the largest and most comprehensive university in a five-state region. During his presidency, a four-year medical school, an energy and environmental research center, and aviation and aerospace science programs were developed and became world-class, multimillion-dollar enterprises. A rehabilitation hospital was established in Grand Forks, and the Conflict Resolution Center and the Center for Innovation were established at the University of North Dakota. Tom was awarded the North Dakota Rough Rider Award and was inducted into the Aviation Hall of Fame. Tom played a key role in facilitating one of the nation's largest gifts to a public university, resulting in the finest college hockey facility in the world.

Tom was proud to have served in the U.S. Marine Corps during World War II, rising from the rank of Private First Class to Major and earning the Purple Heart and Silver and Bronze Stars in the Pacific Campaign. He was a member of the Kappa Sigma Fraternity and the Fourth Degree Knights of Columbus. "Semper Fi"

---

*"No one can take the ultimate  
weight of decision-making  
off your shoulders, but the  
more you know about how  
things really are, the lighter the  
burden will be"*

---

He is survived by his wife Gayle Kielty-Clifford; sons Dr. Thomas (Linda) Clifford, Casper, Wyoming, and Dr. Stephen Clifford (special friend Judy Buss), Dubuque, Iowa; stepchildren, Thomas K. Kenville, Dr. Kimberly (Kevin Buettner) Kenville; grandchildren Dr. Greg Clifford, Dr. Ryan (Lori) Clifford, Dr. Jessica (Travis) Cassity, Scott (Carol) Clifford, Cindi (Eric) Haugen, Angie (Todd) Heiden, Rebecca Clifford, Kortney Kenville, Megan and Abbey Christensen, Katie Gabik, and Kamryn Buettner; great-grandchildren Thomas, Daniel, and Patrick Clifford, Cameron, Jackson, and Clarissa Haugen, Cora and Gabe Heiden, Dylan and Garrett Clifford, Aaron Clifford, Nathanael, Julie, and Valerie Vasquez, and Ella and Cody Cassity.

He was preceded in death by his parents, Thomas J. and Elizabeth Clifford, first wife Florence M. Clifford, and brother Joseph Patrick Clifford.

## AVIATION MAINTENANCE TECHNICIAN (AMT) AWARDS PROGRAM IS GOING ONLINE

*North Dakota FAASTeam*

The FAA Safety Team (FAASTeam) is a group devoted to reducing aircraft accidents by promoting a cultural change in the aviation community toward a higher level of safety. This group is doing great things to improve the safety consciousness of the aviation maintenance industry.

This month the FAASTeam is unveiling the FAA Aviation Maintenance Technician (AMT) Awards Program which will go online at [www.FAASafety.gov](http://www.FAASafety.gov). The AMT Awards Program was first introduced by the FAA in 1991 to encourage technicians and employers to participate in aviation maintenance training. Through the AMT Awards Program, the FAA recognizes eligible technicians and employers by issuing awards to those who receive or promote and foster initial and recurrent training.

This month, the FAA Aviation Maintenance Technician (AMT) Awards Program will go online at [FAASafety.gov](http://FAASafety.gov)

Individual mechanics with a minimum of 12 hours of career-related training each year may be eligible to receive a certificate of training at the entry or bronze level. There will be three levels, bronze, silver and gold — a slight change from previous years when there were five levels. The FAA also provides on-line training courses for maintenance personnel available in the Aviation Learning Center at [FAASafety.gov](http://FAASafety.gov). Each year the FAA will designate one or two of these online training courses as mandatory to earn an AMT award. For 2008 and 2009, this course is Failure to Follow Procedures.

Organizations that employ at least three full-time AMTs may also participate in the AMT Awards Program. These organizations will be eligible to earn an Award of Excellence each year, based on the percentage of eligible employees that participate in the awards program. If 50 percent of the eligible maintenance employees earn AMT Awards during a calendar year, the company is eligible to receive an Award of Excellence from the FAA.

If you haven't already registered on [FAASafety.gov](http://FAASafety.gov), now's the time. Simply click on the "Maintenance Hangar" link and enroll in the AMT Awards Program. Once enrolled, you will be able to complete online training courses, record other eligible training and claim your award at the end of the year. This will also become a free online resource for tracking your maintenance training history.

The FAA will soon release Advisory Circular (AC) 65-25E: Aviation Maintenance Technician Awards Program. The AC will provide the details of the revised awards program, including participation requirements. Participation in the awards program can also be found within the "Maintenance Hangar."

Last year the FAASTeam overhauled [FAASafety.gov](http://FAASafety.gov) Web site, to make it more user-friendly and to incorporate more

features for mechanics and maintenance providers. A quick look at the site shows the tab called Maintenance Hangar. Clicking the tab brings a drop down menu with choices such as AMT Information, AMT/IA Toolbox, IA Training/Seminar Search and IA Training Providers.

One particular amazing resource is the Failure to Follow Procedures online course mentioned earlier. The objective of the course is to review the Federal Aviation Regulations (FARs) applicable to responsibilities and requirements when performing aircraft inspections, a review of the maintenance personal minimums checklist, human factors and consequences of not following procedures when performing inspections.

The course uses an interactive scenario-based presentation involving a mechanic, an aircraft rental business and an aircraft incident. Interspersed with the scenario are questions relating to the regulations. I found the course to be engaging and realistic. Although somewhat elementary, it was a good review even for someone with years of experience. It's always good to go over the regs and it's something that isn't done enough once a person has their certificate and is actually working in the real world.

### NORTH DAKOTA AVIATION MECHANIC OF THE YEAR

In recognition of his contribution to aviation safety and demonstration of high level of professionalism in the performance of his duties as an aviation mechanic, Howard Burns Jr. was presented with the North Dakota Aviation Mechanic Safety Award First Place by the North Dakota Professional Aviation Mechanic Association

Howard has been employed at Bismarck Aero Center since July 7, 2003 and has held his A&P License since 1989. In 2006, he was issued an Inspection Authorization by the FAA.

Our staff at Bismarck Aero Center cannot think of anyone that is more deserving of this award than Howard Burns Jr. Howard continually raises the bar for the A&P's in the industry by exerting higher standards than most Technicians in aviation. Not only does he exceed the soft skills and technical aptitude required for success, he also has a complete balance between his career and being involved in his family life.



*Howard Burns*

# NO PLANE NO GAIN

## NBAA Introduces No Plane No Gain Campaign

No Plane No Gain, a joint undertaking of the National Business Aviation Association (NBAA) and General Aviation Manufacturers Association (GAMA), is designed to educate the public on the importance of business aviation to our country and its communities, companies, and citizens. The campaign includes a dedicated No Plane No Gain web site at [www.noplanenogain.org](http://www.noplanenogain.org), studies and surveys from respected sources, placement of paid advertising, and new media activities, like webinars, podcasts, and online videos at YouTube. No Plane No Gain is based on the following principles:

- General aviation contributes more than 1 million jobs and \$150 billion annually to the U.S. economy
- Business aviation is a lifeline for small towns to medium-size cities with little or no airline service
- Business aviation is a productivity enhancer for tens of thousands of U.S. businesses of all sizes
- Business aviation provides humanitarian aid and emergency relief to communities across the country

### Why Companies Utilize Business Aviation

Business aviation is defined as the use of a general aviation airplane for a business purpose. It is essential to tens of thousands of companies of all types and sizes in the U.S. that are trying to compete in a marketplace that demands speed, flexibility, efficiency and productivity. The vast majority of these companies – 85% – are small and mid-sized businesses, many of which are based in the dozens of markets across the country where the airlines have reduced or eliminated service.

There are several reasons companies utilize business aviation as a solution to some of their transportation challenges, including:

- Accessing communities with little or no airline service
- Reaching multiple destinations quickly and efficiently
- Moving equipment
- Ensuring flexibility and reliable, predictable schedules
- Increasing employee productivity and providing security
- Providing a return to shareholders

To learn more about No Plane No Gain, please visit [www.noplanenogain.org](http://www.noplanenogain.org).  
For more information on NBAA, please visit [www.nbaa.org](http://www.nbaa.org).



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## **BISMARCK MUNICIPAL AIRPORT IS AWARDED THE "2008 AIR CARRIER AIRPORT OF THE YEAR"**

The Bismarck Municipal Airport has been awarded the "2008 Air Carrier Airport of the Year." Presenting the award is Tim Thorsen, President of the Airport Association of ND. Accepting the award is John Warford, Mayor, City of Bismarck, and Greg Haug, Bismarck Municipal Airport Manager. The award was presented March 10, 2009, at the Upper Midwest Aviation Symposium held in Bismarck.

The award is sponsored by the North Dakota Aeronautics Commission in conjunction with the Airport Association of ND. This designation is based on excellence in maintaining safety, project management, and community awareness for a modern and secure airport.

### *Accomplishments for 2008 were:*

1. Establishment of new corporate aviation tenant apron and taxiway area
2. Relocation of hangar to improve air traffic control tower line of sight
3. Improvement of aviation business access road to airport
4. Marketing of the airport for commercial service
5. Coordination of an FAA Runway Safety Meeting with airfield tenants
6. Completion of Airport Master Plan

The Bismarck Municipal Airport and City of Bismarck are congratulated for a tremendous year.

## **BEULAH MUNICIPAL AIRPORT IS AWARDED THE "2008 GENERAL AVIATION AIRPORT OF THE YEAR"**

The Beulah Municipal Airport has been awarded the "2008 General Aviation Airport of the Year." Presenting the award is Tim Thorsen, President of the Airport Association of ND. Accepting the award is Ted Chick—Chairman, Shawn Morten—Airport Manager, and Kevin Lee—Member of Beulah Municipal Airport Authority. The award was presented March 10, 2009, at the Upper Midwest Aviation Symposium held in Bismarck.

The award is sponsored by the North Dakota Aeronautics Commission in conjunction with the Airport Association of ND. This designation is based on excellence in maintaining safety, project management, and community awareness for a modern and secure airport.

### *Accomplishments for 2008 were:*

1. Project management for pavement overlay of runway
2. Improve fueling systems
3. New runway markings installed
4. Enhance aircraft parking areas
5. Provide community awareness to aviation with fly-in open house

The Beulah Municipal Airport and the City of Beulah are congratulated for a tremendous year of many hours of airport authority volunteer efforts.



(l to r) Tim Thorsen, President, AAND; Mayor John Warford, City of Bismarck; Greg Haug, Manager, Bismarck Municipal Airport



(L to r) Tim Thorsen, President, AAND, presents to Board members Ted Chick, Chairman, Shawn Morten, Manager, Kevin Lee, Member



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

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

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- Country Hearth
- Paddle Wheel
- Pizza Ranch
- Sports Bar and Grill
- Subway

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

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# WRIGHT BROTHERS MASTER PILOT AWARD

Steve Hoogerhyde and Don Brown, FAASTeam, along with David Slaybaugh, FSDO, and Barry Cooper, FAA AGL, present awards to five recipients at the annual Upper Midwest Aviation Symposium recently held in Bismarck. The awards were presented at the banquet Tuesday, March 10, 2009.

The Wright Brothers Master Pilot Award recognizes pilots who have contributed to building and maintaining the safest aviation system in the world, through practicing and promoting safe flight for 50 consecutive years or more. The award is named in honor of Wilbur and Orville Wright, two early pioneers of flight.



Brad Georgeson accepts the award for his father, Quentin Georgeson, New Rockford, ND



William Grieve, Buffalo, ND



Ward Whitman, Robinson, ND



Ted Dilse, Scranton, ND



Charles Gehrke, Aneta, ND

## CONGRATULATIONS!

## AVIATION CAREER DAY HELD MARCH 5, 2009

The North Dakota Aviation Council is dedicated to promoting aviation education. Aviation Career day was held March 5, 2009 in Bismarck. This year's Aviation Career Day was organized by Larry Taborsky.

300 5th and 6th graders and their teachers from Bismarck area schools attended one-hour sessions to visit 10 local aviation professionals and learn about careers in aviation.

Each student received a balsa glider model airplane along with snacks and other goodies and informational items. The students, teachers, and parents who attended always give glowing reviews, often stating that, "this is the best field trip ever!"



## SPOUSES PROGRAM HELD DURING THE CONVENTION

Bernie Adams is modeling a \$100,000.00 necklace at Schumacher's Diamond Cutters and Jewelers. This piece was designed and made at Schumacher's. When a bride's rings are purchased there, the necklace is lent to her to use for her wedding and photos. This necklace really made Bernie's blue eyes sparkle! In addition to their gorgeous showroom we also toured the diamond cutting area. Mr.



Schumacher explained one of the diamond cutting machines. A great deal of the work of diamond cutting is now done with computer assistance, but skilled diamond cutters are still required. We asked what happened to the diamond dust from cutting the diamonds? He told us that the dust is the black soot-like substance coating the walls; we could have all we wanted!



This is our group in front of the candy counter at Lindy Sue's. We had lunch at Lindy Sue's, including some of their wonderful old fashioned ice cream and a nice visit with Marge and Judy who work at Lindy Sue's. Nicky Mindt, "Lindy Sue," begins the tour of the candy making room where the famous Lindy Sue's hand-dipped candy is created. We each got to dip our own kettle potato chip in chocolate. This is harder to do than it sounds! After the candy-making room, we went across the street to Five Nations Arts. They have an especially fine new selection of beaded items. When we finished there, it was back to Lindy Sue's where we got to eat our own chocolate dipped potato chips!

We had just a little extra time left so we took a quick trip back to Bismarck and stopped at Antiques on Main.

We would like to thank Schumacher Diamond, Lindy Sue's Candies and Soda Fountain, Five Nations Arts, Antiques on Main, and Mark, our bus driver.



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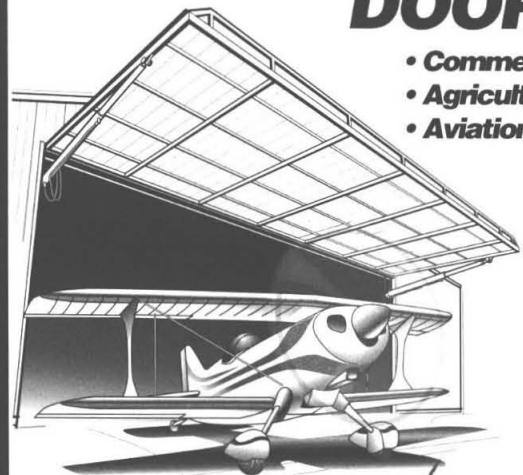
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# CALENDAR OF EVENTS

**May 6, 2009**

Wahpeton - Harry Stern Airport, Wahpeton  
CANADIAN SNOWBIRDS  
Warbirds - Airshow  
Free Performance  
Details to Follow  
Information: Tri-State Aviation  
(701) 642-5777 or  
email: tsa@702com.net

**May 9 - May 31, 2009**

Vietnam Memorial  
Fargo Air Museum  
(Opening Ceremony  
May 9, 2009 - 10:00 a.m.)  
For more information,  
contact (701) 293-8043.

**June 7, 2009**

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

**June 17, 2009**

Fly-In - 5:00 pm until dark  
Hillsboro Municipal Airport  
Contact: Larry Mueller  
(701) 430-1444

**June 20, 2009**

Beulah Municipal Airport  
Fly-In Breakfast  
Contact: Kevin Lee  
(701) 873-2259

**June 21, 2009**

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

**June 28, 2009**

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

**July 18, 2009**

Minot Air Force Base  
Northern Neighbors Day & Civilian Fly-In  
Contact: 5th Bomber Wing Flight Safety  
(701) 337-2294

**July 25, 2009**

Northwood  
Old Fashioned Saturday  
Fly-In Breakfast  
7:00 am - 10:30 am  
Contact: Craig Hanson  
(218) 779-2928

**July 27 - August 2, 2009**

EAA AirVenture  
Oshkosh, Wisconsin  
www.airventure.org

**August 9, 2009**

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

**August 16, 2009**

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

**August 22, 2009 and  
August 23, 2009**

Fargo Air Show - *Blue Angels*  
Fargo Hector International Airport  
For more information,  
contact FMCVB at  
(701) 282-3653.  
Also visit:  
www.fargoairsho.com

**September 20, 2009**

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