



THE NORTH DAKOTA AVIATION COUNCIL PRESENTS:

THE 2009 UPPER MIDWEST AVIATION SYMPOSIUM

**BEST WESTERN RAMKOTA HOTEL - BISMARCK, ND
MARCH 8-10, 2009**

FOR MORE INFO, CONTACT: (701) 328-9650



DR. BRUCE SMITH
Dean - UND/Aerospace
Speaker



BARRY COOPER
FAA/GLA Regional Admin.
Speaker



BILL HAMILTON
AOPA Regional Rep.
Speaker



SCOTT MCFALL
Humor and Inspirational Speaker
Banquet Speaker



ROGER L. PFEIFFER
2009 Hall of Fame Inductee



DARROL G. SCHROEDER
2009 Hall of Fame Inductee



The Sky is Mine in **09**

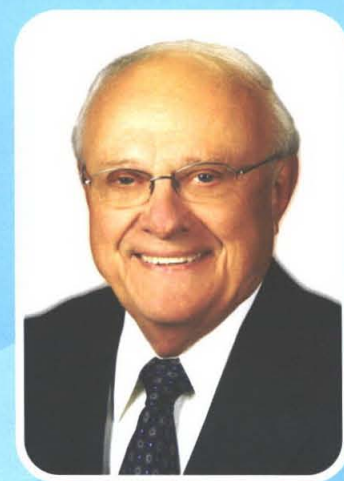
ND AVIATION HALL OF FAME INDUCTEES 2009



**ROGER L.
PFEIFFER**

Roger began his aviation career in 1961 when he earned his commercial pilot license and instructor rating at American Flyers in Oklahoma. In 1964, he received his instrument rating and later his multi-engine rating. During his long career, he has been involved in almost all aspects of aviation. He was an instructor, charter pilot and spray pilot for five years in Dickinson, ND, before becoming a North Dakota Department of Transportation pilot. For the next 12, years he transported personnel, flew aerial photography and low-level section lines for producing county maps. He worked as an FAA Flight Service Station Specialist in Minot for two years. Roger became the Assistant Director of the North Dakota Aeronautics Commission in 1980. In addition to various administrative duties, he served as chief pilot. He has flown every section line in North Dakota, twice. He also served as the secretary of the North Dakota Aviation Council. Roger received the National Association of State Aviation Officials "Distinguished Service Award" in 1997. Roger retired in 2007 with over 17,000 hours of safe flying.

Darrol, a native of Davenport, North Dakota, began his aviation career at an early age when he soloed at age 16. Darrol enlisted in the North Dakota Air National Guard and was commissioned in 1952. He became a military test pilot, instructor pilot and flight examiner. He served 40 active duty and National Guard years, rising to the rank of Major General. He retired in 1989 as a Command Pilot with over 6,000 fighter aircraft hours. He also operated Schroeder Aviation Inc., an agricultural aviation firm and FBO in Davenport. After retiring from the military, he successfully took on the position of Director of Business Development for the University of North Dakota. While at UND, Darrol was instrumental in acquiring the first civilian high-altitude pressure chamber in the United States. Darrol shaped fighter pilots assigned to him during his tenure with the ND Air National Guard. He continues to be a consultant and valued board member of numerous aviation businesses, city, state and national organizations. He has logged over 23,000 hours in 138 different civilian and military aircraft.



**DARROL G.
SCHROEDER**

North Dakota Aviation



HALL OF FAME

NORTH DAKOTA Aviation Quarterly

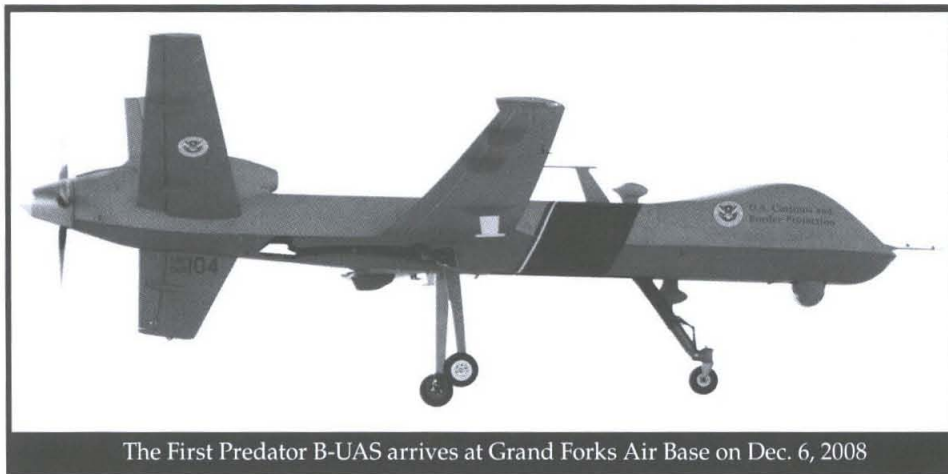
Issue #82

www.ndac.org

NDAC

Winter 2009

PREDATOR B-UAS ARRIVES AT GFK AFB



The First Predator B-UAS arrives at Grand Forks Air Base on Dec. 6, 2008

coordination with National Guard units at their gunnery range east of New Rockford.

My understanding of the restricted airspace is that it will be stratified for operations starting at 6000msl to 18000. Three layers of 4000-foot blocked airspace. The transition route to and from GFK AFB will also be layered in equal blocks of airspace. When the restricted airspace is in effect, only the particular block of airspace will be affected, i.e., if operation is being conducted above 10,000 ft., a block of airspace from 10,000 to 14,000 will be the restricted airspace for the time-frame which could be for 6-8 hours. When launching from GFK AFB or with operation with National Guard at the Camp Grafton gunnery range, it will be from altitude of 10,000 ft. to surface and 10 miles around area or as depicted on aeronautical charts. GFAFB is a half moon to the west of the base.

Comment period is in effect and further information should be available by the time the Symposium begins. See www.grandforksuaseis.com for more info.

Continued on page 2

NDPA

By President Paul Hanson

In the near future, March 8-10, 2009, the Upper Midwest Aviation Symposium will be taking place in Bismarck, ND. I believe we have a good agenda. Look over the schedule and make plans to attend.

With this in mind, let us take a general look at some of the challenges

aviation as a whole and ND in particular are facing.

First out of the box is the issue of proposed restricted airspace in the NE/NC North Dakota. The proposal is centered on areas north and south of the Devils Lake area. The purpose of the airspace restriction is operation of UAS (Unmanned Aircraft Systems), launched out of Grand Forks AFB. UASs operating in the airspace will be for training, both as basic operation of UAS and operation procedures in

CHAIRMAN'S CORNER

By Rod Brekken



WELL, HANG ON TO YOUR HATS!

For those of you, like me, who sit at a desk with a computer terminal in front of them, there are times when we can become very disenchanted with technology. Jan and I have had a lot of

trouble lately with our home computer and I'm sure it has nothing to do with the fact that it's 10 years old! Do ya think? Well I was looking for some information for this article in regard to the outstanding personal and public career of the former director of the North Dakota Aeronautics Commission who recently resigned. I guess I'll just tap into my on-board memory banks. You know, the gray matter between my ears! I'll just shoot from the hip and tell you what I know and remember, and I hope it does justice.

I first met Gary in the early '70's when I started farming with my grandfather. My grandfather was a very proud Norwegian man who had taken over the family farm at a young age and made it into a very profitable enterprise. My mom grew up there as an only child. The community knew my grandfather as a strong supporter of the Democratic Party but he had no political aspirations whatsoever. He was a financial contributor to the party

Continued on page 2

Next is a proposal from TSA, starting next year, to have all pilots based at airline served airports to have a background checks done and be issued ID badges to have access to airport. The directive won't affect transient pilots, who will continue to be subject to the current escorting and monitoring requirements in place at airports that serve air carriers. This is something new so keep an eye one on this development. Also proposed, all aircraft weighting more the 12,500 lbs., all persons boarding any of these aircraft from any airport must be positively ID as correct people scheduled to board that aircraft. These are two issues could be time consuming and expensive to operators, airports and pilots.

Hearings will be held on various dates in January 2009, in White Plains, N.Y.; Atlanta, Ga., Chicago, Ill.; Burbank, Calif.; and Houston, Texas.

Number three on my list is the issue concerning the future of avgas. In 2010 the exemption aviation has for avgas will expire. If the exemption is not extended the availability of avgas will be a very big question. There are companies working on the problem but many are not a direct replacement for current 100LL. Turbine fuel is also being researched for another source beside petroleum. Biomass in general terms, are being looked at as the leading sources but economic factors seem to be the stumbling blocks to many of the processes being researched.

One company, Swift Enterprises, may have a solution to the dilemma. They currently are in the process of having the FAA evaluate their fuel, and they are also building a plant to produce this fuel with a capacity of 2000 gallons per day for production evaluation. If we are lucky enough we may have a representative speak at the symposium.

The last item is the dwindling pilot population. The peak number of registered pilots topped out at close to 800,000 pilots a couple of years ago. Latest data indicates this population has decreased to less then 590,000 last year. AOPA membership is around 400,000 so we can safety say the vast majority of current pilots belong to this organization. AOPA knows there is a problem and has launched several campaigns in the past few years in effort to reverse this trend. But their campaigns alone cannot turn the tide. To turn this trend along local participation is one of the many keys. We must take a different marketing strategy to gather the enthusiasm for aviation as a whole. Right now we are a niche market floundering. If the pilot population gets too low any political clout will be lost and we will be discarded as a potential nuisances and security threat's that must eliminated.

There are some troubling times coming and we must be vigilant to maintain our rights to operate as pilots in the United States. All is not gloom and doom, we just have to keep an eye on maintaining our freedoms.

REMINDER!

Register Early for the Upper Midwest Aviation Symposium.

Registration form found on page 14

Book your room before February 24, 2009
to get the convention rate!

Best Western Ramkota, Bismarck, ND (701) 258-7700

and that's all the further it went. He was a huge supporter of Governor Link as they lived, worked, and grew up in the same era of North Dakota history and he wasn't ashamed to tell you. Maybe that's the basis for why I'm telling you about my personal observations as they pertain to Gary's enormous contributions to North Dakota aviation. I know that most of you will have many more memories than I have and hopefully they will be made available in print someday soon so we can all enjoy them.

As I started telling you in the paragraph above, I first met Gary in the early '70's and that I had just recently started farming. Well, your first question then would be—what did our chance meeting have to do with my farming career? Well, at that time Gary worked for a seed chemical treatment company in Grand Forks, and it was his job to arrange meetings with local farm groups. These meetings always included a breakfast, usually a lot of talking, and of course a lot of coffee. Imagine that, he was pushing coffee then too! Well, he did most of the talking too, and because of that, most of us purchased the product he was representing because it would provide us with a better chance for a better crop, and it did just that. The guy knew what he was talking about and the product he was representing benefited everyone. We met at a couple of those meetings and he made a big impression on me. I knew what he was telling me was for my own good.

As years went by, we fell out of touch and I really didn't know what happened to him. Here is where the rest of you have to fill in a huge void for me. Obviously, Gary was destined to go on to bigger and better things. I continued farming until I was injured in a farm accident and was forced to discontinue farming. Here is where my story hits the aviation track, which I may have told you all about before, so I'll just hit it lightly. I went back to school to be an aircraft mechanic so I could be closer to a childhood dream of being associated with airplanes. Over the years, I became involved with NDPAMA, served as a board member on the NDAC and was again rejoined with my friend of years past. You know, the chemical treatment guy, Gary Ness. In 1999, I was fortunate enough to be elected NDAC chairman and then fully realized the huge positive impact Gary was having on North Dakota aviation, Upper Midwest aviation, and yes, of course, the national aviation arena as well. He had become nationally respected as a positive aviation advocate, and the far-reaching and practical programs he had implemented here in our state were used as a model for many other state's organizations. In those years I had lost track of him, he had established himself as an aviation asset that would benefit all. As in his early years, he knew what he was talking about, and the scope of his leadership established a bright light at the end of the tunnel for all of us to follow.

Now, as we see him resign from this position, we look forward to his continued counsel to the person who will step into those huge shoes that need to be filled, and we are hopeful that that person will continue the strong leadership profile he has established.

The council continues to prepare for the Upper Midwest Aviation Symposium and we remain confident you will be our guest. Come to learn, come to renew old friendships, come to hold fast the traditions, and most of all, come to be a vital part of the aviation wellness of the great state of North Dakota.

ROD BREKKEN, CHAIRMAN, NDAC

NDAAA

2009 TRI-STATE AERIAL APPLICATORS CONVENTION

The 2009 Tri-State Aerial Applicators Convention is scheduled for February 25-27, 2009, at the Sheraton Hotel and Sioux Falls Convention Center, Sioux Falls, SD. All ND registered aerial sprayers should have received a registration form. If you did not receive the registration information, please contact Tri-State Aviation, 701-642-5777 or email, cndrwh@702com.net. The morning and afternoon of February 25 will be educational seminars offered by vendors, a luncheon with the FAA Team, the NDAAA annual meeting and the opening of the exhibit hall at 5PM. The recertification begins on Thursday, February 26th, with PAASS Part I that afternoon followed by "MASH 4077 Night" in the exhibit hall. PAASS Part II, scheduled on Friday, February 27th, completes the convention.

Attending the PAASS Program meets the annual licensing requirement of the ND Aeronautics Commission. If you are not able to attend the Tri-State Convention, you can complete the aerial application educational seminar sponsored by the Commission at the Upper Midwest Aviation Symposium (see details in the ND Aviation Quarterly) or view a DVD of that seminar at a later date.

2009 LEGISLATIVE YEAR

At the time of this writing there are not any bills of concern. Brian Rau and Glen Wharam attended an informational meeting regarding the ND Ag Department's changes to the current pesticide law and will continue to confer with the Ag Department. Brian Rau also represents the industry on the ND Ag Coalition. The Association is a member of the ND Agricultural Association, a watchdog for all of agriculture. Please assist by monitoring legislative bills and, if called upon, communicating with legislators in your area.

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TRIM TAB



By Bob Simmers

HAVE YOU FILED YOUR FLIGHT PLAN?

We have all filed a flight plan. Seems simple enough. You know, all of the required boxes, type, n-number, aircraft make, model and equipment, true airspeed, time of departure, altitude, route of flight, destination, time in route, fuel on board, pilot's name, color, passengers on board—what did I miss? Oh yea, alternate. Seems pretty straight forward and simple enough. Now, apply this to your Flight Plan for life.

Clay Jenkinson recently wrote in a column, (Who staffs the TSA for the Sin Detector? Bismarck Tribune, Sunday, December 14, 2008), on how one moment can define your whole life. In that he mentions that when someone does something wrong, that individual will be judged by his worst day, not by an average of the days of his life. What does your life's flight plan call for? Do you or any of us know? One of the most influential aviation figures in North Dakota aviation had one of those days. Now, after the storm has passed, the flight plan has been altered and an alternate has now become the primary. In the flash of the moment, the course has changed. As any aviator knows, when something happens that affects the flight plan of a fellow aviator, we all look for answers. In aviation, a string of mistakes leads to a disaster. You more than likely can get by with one mistake, but not a connected series of them. The legal system would have you believe different. He made a mistake. Seems that in the big picture the punishment does not fit the crime.

With all of this, we will see a new face in aviation in North Dakota. We don't know who or what effect will result. As for Mr. Ness, fly your alternate and don't look back.

HAPPY LANDINGS
Bob Simmers

A NEW YEAR IS HERE AND SPRING IS COMING!



By Darrel Pittman

WREATHS ACROSS AMERICA

It's the time of year when we need to open our hearts and say thank you for what we have. By the time you read this, December 13th will have come and gone. On that day, the Civil Air Patrol placed thousands of wreaths on graves at the North Dakota Veterans Cemetery. It was a cold and windy day but all of us there figured it was worth the effort to honor our fallen military veterans. The wreath laying ceremony is a touching one. Three years ago, I was the master of ceremony and read the script. I could barely read the words for the tears in my eyes. This is the first year the ND CAP Wing has openly petitioned for help. The public response to donate to and help with the cause was overwhelming, thank you all. We plan to do it again next December, and if you desire to help next year, please contact me at ndcap@midconetwork.com or go to www.wreathsasscrossamerica.org for more information.

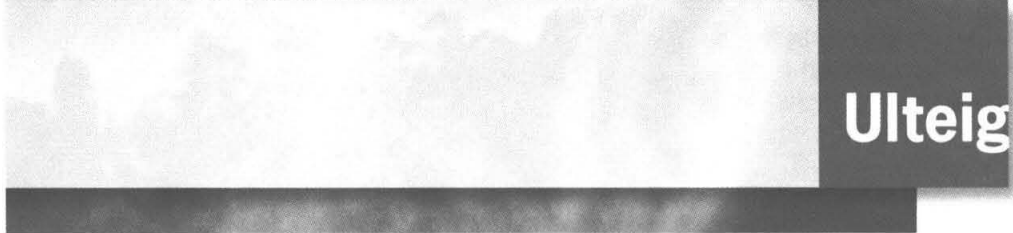
RETIREMENT

How many times have you thought about retirement? Well, take it from me, I've thought about it and actually done it, at least three times. When I got out of the Air Force, I had this dream of having a horse and cattle ranch. I even had the same dream after I retired from the FAA. Then along came an offer for a contract tower. Anyway, those dreams are long gone. I'm older now and don't have the stamina I had in my 20's, 40's or even mid 50's. I still think about retiring. My wife says go for it. Then she says, so what are you going to do after that? She knows me well! I'm not ready to give it all up. As long as my AME keeps passing me on my Class II, I'll keep working. Besides, how can I afford to keep my Skyhawk if I'm not making a living at something?

UPPER MIDWEST AVIATION SYMPOSIUM "2009"

Well enough of that kind of talk. It's time for the next UMAS. This year, we are in Bismarck at the Best Western Ramkota Hotel. Dates are March 8-10, 2009. Your Aviation Council is planning another great Symposium for you this year. Remember, we will have an Ice-Breaker in the courtyard on Sunday afternoon, so come and see us. Find the form in this issue and register early. It will save you time, money, and us a lot of effort during the first day.

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Gordon W. Person Scholarship Application

Deadline: Postmarked by January 31, 2009

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:

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John D. Odegard School of Aerospace Sciences

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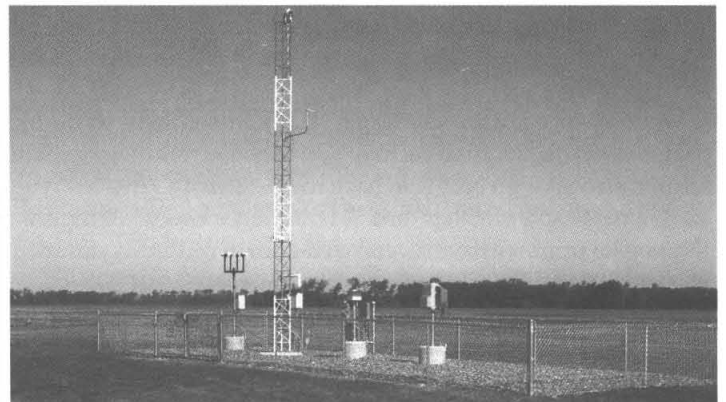
By Steve Weiland, KLJ

Automated Weather Observation Systems (AWOS) were installed at nine North Dakota airports in 2008. The airports included were; Valley City, Beach, Cando, Mandan, Hazen, Rolla, Stanley, Tioga and Walhalla. These joined 11 other North Dakota airports that had similar weather observation systems installed in 2007. These projects were completed in late September and were certified and approved for service in early November.

The AWOS III PT/U systems measure current wind speed and direction, temperature, dew point, barometric pressure, visibility, cloud height, precipitation and detect thunderstorm and lightning activity in the area. This information is relayed by a wireless data link to the operating terminal located in the terminal building and the information is displayed on a monitor. Access to current weather information from the system is available to pilots through the VHF aviation frequency assigned to each airport or by telephone.

The projects were funded through the FAA, the North Dakota Aeronautics Commission and by local funds that were administered through the North Dakota Aeronautics Commission.

<u>Airport</u>	<u>AWOS Telephone Numbers</u>	<u>AWOS Freq.</u>
Barnes County-Valley City	(701) 845-9117	118.725 MHz
Beach Airport	(701) 872-9225	118.175 MHz
Cando Municipal	(701) 968-3625	118.325 MHz
Mandan Municipal	(701) 663-0271	118.225 MHz
Mercer County Reg.-Hazen	(701) 748-2443	118.675 MHz
Rolla Municipal	(701) 477-0055	118.125 MHz
Stanley Municipal	(701) 628-1737	121.100 MHz
Tioga Municipal	(701) 664-4490	118.575 MHz
Walhalla Municipal	(701) 549-3402	118.175 MHz



YOU ARE RESPONSIBLE!

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

Even if you're IFR, you're responsible to see and avoid other traffic any time you're in visual meteorological conditions (VMC). Remember the VFR requirements for visibility and cloud clearance—pop out of a cumulus on an IFR flight and you may be as close as 2000 feet from a VFR airplane climbing or descending legally through your altitude. Climb or descend through the cloud and you'll be even closer to the legal VFR airplane. Drop down to minimums on an instrument approach into a non-towered airport, and a VFR pilot may be (legally) immediately below the cloud bases in one-mile visibility. It takes one-tenth of a second for the average pilot to see an airplane at the distance of four miles and for that information to transmit to the pilot's brain. About a second lapses while the pilot's brain recognizes that object as an airplane. It takes five more seconds to determine if there's a danger of collision.

Seeing other air traffic in time to evaluate the threat of collision, then maneuver to avoid impact as required demands we consider:

- **Window obstructions:** Remove all cabin shades and open all curtains before flight. Bugs or bird-dropping smears may hide airplanes until it's too late. If windows or the windscreen is scratched or crazed enough so that you can't see out, the airplane isn't airworthy.
- **Your eyes:** Wear glasses if you need them—don't let pride lead to a collision. Use non-polarized sunglasses in sunny weather. If you have poor night vision, don't fly at night.
- **Your passengers:** Passengers have useful sets of eyes. Brief passengers before takeoff that they should point out any airplane they see in flight.
- **Air Traffic Control:** ATC is a great help to you in avoiding collisions. But don't delegate traffic avoidance entirely to ATC. You're still responsible to see and avoid.
- **Airport traffic patterns:** Don't shortcut the suggested pattern at non-towered airports. It's designed to make you predictable, and therefore avoidable to other pilots.
- **Radio calls:** Use your radio as suggested in the Aeronautical Information Manual. But never assume no one's there just because you hear nothing on the radio.

Your eyes, and the other pilot's, are the only means to avoid a collision!

NDPAMA

By Jeff Faught, President

Happy new year, everyone, I hope, the past year went well for you. 2008 went fast for me and now it's time for the Upper Midwest Aviation Symposium, which will be held in Bismarck on March 8th, 9th, 10th.

We look forward to having Dr. Bill Johnson here to do his presentation on "Human Factors." On Monday morning, we will share the room with NDPA to have the Fargo FSDO discuss with us "Owner Responsibilities" and "Maintenance Issues." At the time this goes to print, we have several well-known vendors committed to speaking and a few others tentative.

Also, with the way the schedule is set up this year, there will be plenty of time to spend with the vendors in the Exhibit Hall. Make sure the Mechanic of the Year entry forms get spread around. See you at the Ramkota in March.

IA'S THIS IS THE YEAR

FAR-FSDO

All mechanics holding Inspection Authority (IA), please remember this is the renewal year (each odd year). In accordance with Federal Regulations, Part 65.93 states you must meet the YEARLY requirements for renewal, such as 4 annuals per year or 8 hours of training each year, or other approved activity. This must be documented and provided at the time of renewal. The IA period is made up of two periods of one-year duration, each with an activity (work performed, training, or oral examination) requirement. To maintain currency and ensure a consistent level of safety, IA holders must fulfill one of the activities of Sec. 65.93(a) (1) through (5) during the first year and one of the activities of Sec. 65.93(a) (1) through (5) during the second year of the 2-year IA period.

Please be advised, we cannot accept a list of 8 annuals with no dates or with all dates in 2007 or 2008. To qualify by using annuals completed, 4 must be done during the period April 1, 2007, to March 31, 2008; and 4 completed during the period April 1, 2008, to March 31, 2009. The same holds for the 8 hours of training each year.

Also, please remember, the FSDO does not keep track of these items so it is up to you to provide the information to show you meet the renewal requirements.

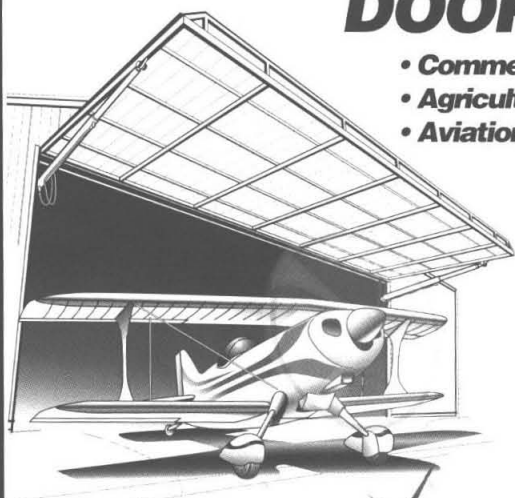
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BEWARE! ALL MAINTENANCE PROVIDERS ARE NOT CREATED EQUAL!

By Dave Slaybaugh, FAR-FSDO

Over the years, many of us have been lax in determining the qualifications of the maintenance provider we want to take our aircraft to for maintenance.

The Federal Regulations state in Part 91 that the **owner/operator** of an aircraft is **primarily responsible** for maintaining their aircraft in an airworthy condition, including compliance with Part 39 (Airworthiness Directives). Part 91 goes on to say that the **owner/operator** of an aircraft **shall ensure** that maintenance personnel make appropriate entries in the aircraft maintenance records indicating the aircraft has been approved for return to service.

With the above facts, how do we as pilots/owners/operators know that the maintenance provider is properly equipped and qualified to perform the work we want accomplished.

Communication is the key.

If the maintenance provider is the local small shop, run by Jo Doe, A & P mechanic, Part 65 states that the A & P mechanic cannot perform the work unless he has satisfactorily performed that work at an earlier date, or he may show his ability to do the work to the satisfaction of the Administrator (FAA Inspector) or under the direct supervision of a certificated and appropriately rated mechanic, or certificated repairman who has previous experience in the specific operations concerned. So ask questions.

In the case of a "Certificated Repair Station" (CRS), you must dig a little deeper. Just because a business has CRS after its name, it does not mean they can do it all. Repair Stations are issued a set of "Operation Specifications" which list what the business is authorized to do. Many also operate with a "Capabilities List" which will list what aircraft, components, and equipment they are capable of performing work on. Ask to see these documents.

As the owner/operator, you should ask the mechanic or the Repair Station; are they qualified, do they have the proper equipment to perform the needed maintenance on your model of aircraft and or components? You should also determine that they have the proper manuals for your aircraft and that the equipment they plan to use is properly calibrated. Torque wrenches, gauges, meters, and many other items need periodic calibration to be used on aircraft.

When all is completed, do not forget to ensure that the proper maintenance entries have been made in your aircraft records and that includes the words, "I certify that this aircraft is approved for return to service."

THANKS FOR READING AND FLY SAFE

OPEN LETTER TO THE AVIATION COMMUNITY

By Gary Ness

The Ness family would like to thank the aviation community for your support these last months. It has been a great strength of which to lean. It is impossible to express what it meant to me personally, more importantly, to my family.

What happened that day in July is a blur with no explanation nor an excuse. I am very sorry for that personal behavior, and I apologize to those who were hurt or embarrassed by my actions.

I want the aviation community to know that it has been an honor to serve with and for you over these last 22 years. I can honestly say that I did not have a "bad" day of work with the industry. Some frustrating days, but not a "bad" day. You gave me a chance to represent an industry that has a passion that is unsurpassed, a way of life that is coveted by many, but to a greater extent, unappreciated in its worth to society.

Thank you to the Commission members for their support over the years in the quest to maintain and improve the state's aviation system. They are a group of dedicated and knowledgeable individuals that represent the industry well.

"Special" is the word for the Commission staff. I cannot express what they meant to me over the years. They are untiring in their commitment to serving the industry and making the aviation system the best for the citizens of the state of North Dakota.

Thank you.



**NAMES HALL
VICE PRESIDENT
OF MARKETING**



Fargo Jet Center (FJC) announced that long-time team member, Darren Hall, has been named Vice President of Marketing.

Hall joined the start-up company in 1995, overseeing staffing and operations for FJC's Line and Customer Service Team. Hall played a key role in growing the team into one of the leading Line Service Departments in North America. That work still pays off today with FJC's recent ranking by Aviation International News as a Top 50 Fixed Base Operator (FBO) across North, South and Central America, the U.S. Territories and the Caribbean.

"Darren's hard work and dedication have made him an incredible asset to this company and we look forward to even bigger things with him in this leadership position," said FJC President Jim Sweeney.

Sunday, March 8, 2009

Upper Midwest Aviation Symposium – March 8-10, 2009

TIME	ND AERO	NDPA/NDEAA	NDPAMA
	HEART	SHEYENNE	CANNONBALL
10:00 am to 12:00 pm	Registration - 10:00 am - 4:30 pm Noon Meal on your own		NDPAMA Annual Business Meeting
12:00 Noon	North Dakota Aviation Council Board Meeting		
1:30 pm to 2:20 pm	North Dakota Aeronautics Commission Aerial Applicators Safety/Security Meeting 1:30 pm - 3:30 pm	Building Your Own How to Get Started <i>Video</i>	Lycoming Engines <i>Danny McClane</i> Lycoming IA-Renewal Class
2:30 pm to 3:20 pm		How to License Homebuilt Aircraft <i>Video</i>	AD Research <i>Joe Miraglia</i> Aircraft Tech. Publishers IA-Renewal Class
3:30 pm to 4:20 pm		Pilot Population Reversing Trend <i>Forum</i>	TBA IA-Renewal Class
OPEN HOUSES: 3:00 pm - 5:00 pm Bismarck Aero Center and Executive Air Taxi Shuttle Buses will run on rotating shifts between FBO's and hotel			
ICE BREAKER: 5:00 pm to 9:00 pm Ramkota Courtyard - Subs, pizza, beverages			
NDA SOCIAL DISCUSSION: 7:00 pm Table in Courtyard (See page 12 for more details)			

REGISTRATION
Courtyard
Room 1208
10:00 a.m - 4:30 pm

ND AVIATION COUNCIL MTG.
Room 1258 - 12:00 noon
(Working Lunch)

EXHIBITORS' SETUP
Dakota Ball Room
12:00 noon - 5:00 pm

OPEN HOUSES AT FBO'S
3:00 pm - 5:00 pm

ICEBREAKER
Ramkota Courtyard
5:00 pm - 9:00 pm

Monday, March 9, 2009

Upper Midwest Aviation Symposium – March 8-10, 2009

TIME	AAND	NDPA/NDEAA	NDPAMA
	HEART	SHEYENNE	CANNONBALL
7:00 am to 8:00 am	7:00 am Continental Breakfast - Courtyard		
	7:15 am Speaker - Dr. Bruce Smith UND - Speaker - Courtyard		
8:00 am to 8:50 am	8:00 Start Welcome Address <i>Tim Thorsen, President</i>	8:00 Start Logging Maintenance Owner Responsibilities <i>FSDO</i> IA-Renewal Class	8:00 Start
	GPS or ADS-B <i>Bill Hamilton, AOPA</i>		
9:00 am to 9:50 am	State Fire & Tornado <i>Jeff Bitz, ND Insurance</i>	Determining if Maintenance Facility is Qualified <i>FSDO</i> IA-Renewal Class	
	State Bonding Fund <i>Jeff Bitz, ND Insurance</i>		
10:00 am to 10:50 am	Secure Airports <i>Paul Missel, TSA</i>	Aviation Fuels for the Future <i>Forum</i>	Human Factors <i>Dr. Bill Johnson</i> FAAS Team IA-Renewal Class
	GPS - LPVS Approaches <i>FAA Flight Procedures</i>		
11:00 am to 11:50 am	FAA Grants/Programs <i>Steve Obenauer, FAA</i>	Everything You Need to Know About GPS <i>Larry Oliver</i> FAAS Team Rep.	Human Factors <i>Dr. Bill Johnson</i> FAAS Team IA-Renewal Class
EXHIBIT HALL OPEN - 10:30 am - 2:30 pm - LUNCH SERVED IN THE EXHIBIT HALL - 12:00 - 1:30 pm North Dakota Aviation Industry Luncheon With Exhibitors And Vendors			
1:30 pm to 2:20 pm	Regional Airport Goals <i>Jeri Alles, FAA Region</i>	UAS Mission ND Airspace <i>Lt. Col. R. Gibnay, NDNG</i>	Human Factors <i>Dr. Bill Johnson</i> FAAS Team IA-Renewal Class
	Pavement Inspection <i>Consultant (TBA)</i>		
2:30 pm to 3:20 pm	Airport Websites <i>Tim Thorsen, Bismarck Airport</i>	Custom Border Patrol	RSA Fuel Injection <i>Al Jesmer</i> Precision Aeromotive IA-Renewal Class
	Flight Service/NOTAM <i>Joe Morgan, Lockheed Martin</i>		
3:30 pm to 4:20 pm	FAA Next Generation <i>Barry Cooper, FAA Region</i>	ADS-B Research at UND <i>Leslie Martin, UND</i>	FADEC <i>Al Jesmer</i> Precision Aeromotive IA-Renewal Class
	Airspace Impacts <i>Kevin Haggerty, FAA</i>		
EXHIBITORS' NIGHT — Dakota Ballroom — 6:15 pm - 9:30 pm EXHIBIT HALL — Open to Public — 7:30pm - 9:30pm			

CONTINENTAL BREAKFAST
7:00 am

BREAKFAST SPEAKER
Dr. Bruce Smith
7:15 am

REGISTRATION
Courtyard
Room 1258
8:00 am

EXHIBITOR'S MEETING
10:15 am

EXHIBIT HALL OPENS
10:30 am - 2:30 pm

EXHIBIT HALL CLOSES
2:30 pm

EXHIBITORS' NIGHT
6:15 pm - 9:30 pm

Tuesday, March 10, 2009 Upper Midwest Aviation Symposium - March 8-10, 2009

TIME	AAND	NDPA/NDEAA	NDPAMA	
	HEART	SHEYENNE	CANNONBALL	
7:00 am to 8:00 am	7:00 a.m. Continental Breakfast - Courtyard			CONTINENTAL BREAKFAST Courtyard - 7:00 am
	7:15 a.m. Speaker - Barry Cooper, FAA Great Lakes Region - Courtyard			
8:00 am to 8:50 am	8:00 Start Mayville Layout <i>Nick Gludt, Moore Eng.</i> Wildlife Assessment <i>Tim Pugh, USDA Wildlife</i>	8:00 Start <i>Bill Hamilton, AOPA</i>	8:00 Start Carburetors <i>Vince Bechtel, Tempest IA - Renewal Class</i>	BREAKFAST SPEAKER Barry Cooper, FAA Courtyard - 7:15 am
9:00 am to 9:50 am	State Airport Grants <i>Mark Holzer, ND Aeronautics Commission</i> Selling the Message <i>Bob Valeu, Kadmas Lee & Jackson</i>	<i>Joe Morgan Lockheed Martin, AFSS</i> FAASTeam <i>Steve Hoogerhyde, FAA</i>	Cessna NAV 3 <i>Barry Wells Cessna Aircraft IA - Renewal Class</i>	REGISTRATION Courtyard Room 1258 8:00 am
10:00 am to 10:50 am	AAND BUSINESS MEETING <i>Tim Thorsen, Pres. AAND</i>	<i>Barry Cooper FAA Regional Director</i>	Cessna NAV 3 <i>Barry Wells Cessna Aircraft IA - Renewal Class</i>	EXHIBIT AREA OPEN Dakota Ballroom 10:30 am - 2:30 pm
11:00 am to 11:50 am	UAS Mission <i>ND Airspace Lt. Col. R. Gibnay, NDNG</i>			
EXHIBIT HALL OPEN - 10:30 - 2:30 pm - LUNCH SERVED IN THE EXHIBIT HALL - 12:00 - 1:30 pm North Dakota Aviation Industry Luncheon With Exhibitors And Vendors				
1:30 pm to 2:20 pm	General Aviation Roundtable <i>Larry Mueller, Hillsboro</i>	Air Carrier Roundtable <i>Tim Thorsen, Bismarck Apt.</i>	ATC Roundtable <i>FAA Tower Chiefs</i>	Bell Helicopter <i>IA - Renewal Class</i>
2:30 pm to 3:20 pm	Based Aircraft Reports <i>Mike Flores, GCR</i> Airport Lighting <i>Lou Dirkes, Hali-Brite</i>	FAA Compliance <i>Tom Schauer, FAA</i> Safety Mgmt. System <i>Steve Obenauer, FAA</i>	NDPA ANNUAL BUSINESS MEETING	NDPAMA BUSINESS MEETING
3:30 pm to 4:20 pm	Airfield Inspection <i>Jon Scrapper, Ulteig Eng.</i> AWOS Update <i>Steve Aldinger, Interstate Eng.</i>	Accident Recovery <i>Kim Kenville, UND Aerospace</i> ADS-B in ND <i>Leslie Martin, UND Aerospace</i>		
ND AVIATION COUNCIL ORGANIZATIONAL MTG. 4:30 pm - 5:15 pm - ROOM 1258				
AWARDS AND ND AVIATION HALL OF FAME SOCIAL AND BANQUET Social Hour - 6:00 pm - Banquet - 7:00 pm - Dakota Ballroom				

EXHIBIT HALL CLOSES
2:30 pm

ND AVIATION COUNCIL MTG.
4:30 pm - 5:15 pm

SOCIAL HOUR
6:00 pm
BANQUET
7:00 pm

OPEN HOUSES - VISIT YOUR LOCAL FBOs

Sunday, March 8, 2009 • 3:00 p.m. - 5:00 p.m.

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Executive Air Taxi



Bismarck Aero Center

ATTENTION ALL CORPORATE AVIATION BUSINESSES! (NDAA)

WHO: All Corporate Aviation Businesses (NDAA Members, Part 135 Operators, Part 91 Operators, and FBO's across the state of North Dakota!)

WHAT: "Social Discussion" to brainstorm common issues that are faced by Corporate Aviation Businesses based in North Dakota. Let's consider a forum that allows for a collaborated effort in addressing common interests across the state and attracting keynote speakers for next year's Symposium!

WHEN: Sunday, March 8, 2009, 7:00 PM, During the Aviation Symposium Ice-Breaker.

WHERE: Ramkota Inn - Bismarck, ND (Look for a designated table!)

Contact: Jon Simmers (701-400-8643) or Fred Adams (701-226-0117)

BANQUET SPEAKER



**TUESDAY, MARCH 10TH
7:00 PM**

SCOTT MCFALL

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Spouses' Program

MARCH 9 - 10, 2009

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Marlette Pittman 701-220-6311 or
Carol Simmers 701-223-7928.

AAND

By 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. Your AAND Executive Committee and Regional representatives met earlier this year. We reflected long and hard to come up with a solid program. I think the intensity of their deliberations will be reflected in a whole slate of quality presentations programmed this year. I believe the program will make a positive contribution to the professional knowledge level of those who attend.

This year's AAND topics will include presentations about GPS and ADS-B, insurance programs available to airports, new security requirements on the horizon for GA and Commercial Airports, Pavement Inspection, Wildlife Assessments, tools to promote airports, FAA and State Grant briefings and several relevant briefings by FAA regional officials who can give us insight on where regulation is going. The always-popular round table sessions will be broken into GA and Air Carrier programs to keep them applicable to the interests of both groups. As always, we will conduct our business meeting and elect our officers and regional representatives.

Two briefings that I recommend airport operators pay particular attention to are Security and FAA and State Grant Funding programs. New Transportation Security Administration (TSA) requirements will impact GA and Commercial Airports alike. GA Airports with aircraft 12,500 lbs. and larger will soon be required to adopt and carry out a security program. Other GA security requirements are on the horizon. Commercial Airports will soon be required to conduct threat assessments on and badge those persons who operate in the Airport Operations Area (AOA) of the airport as a result of new TSA requirements. The TSA briefing will cover these topics and more.

The FAA will discuss a funding program influx and is shaping up to include another year of multiple grants issued as small portions of Airport Improvement Program (AIP) funding are released throughout the year. This could cause airports to reshuffle, reduce in scope or cancel projects. Of particular interest to airports is the possibility of additional one time "Economic Stimulus" funding that may become available for airport improvements. The State grant program may have additional funding available this year. Both of these topics will be of interest to airports.

Special thanks goes to AAND Vice President Jim Lawler and North Dakota Aeronautics Commission Interim Director Mark Holzer who have expended a lot of behind-the-scenes efforts to coordinate this symposium program. When you see them, tell them thanks!

I encourage AAND members to attend. See you on March 8-10, in Bismarck.

NEW YEAR'S RESOLUTION FROM THE NDAC

By Mark J. Holzer, Interim Director
North Dakota Aeronautics Commission

As we enter the 2009 year, can you imagine that it is the last year in the decade? When you think about new years and resolutions, you think of change for the better. How can the State Aeronautics make things better for the aviation industry this new year?

First, we think of "eating less" and "being more active". Let's get active and fly more! We do not need to hit the treadmill too hard as this year started with lower aviation fuel prices. Almost \$2.00 dollars a gallon less than last year is great news. To promote more flying, we will explore a project with the Airport Association of North Dakota to develop the North Dakota Airport Tour booklet.

Secondly, we think about cutting back on spending and saving money. We may not be able to do this. Our agency has programmed with the FAA Airport's District office nearly \$30 million of federal airport grants. Additionally, we are working with the North Dakota's Governors Office and US Congressmen on 13 new airport projects totaling \$48 million to stimulate our economy under the national jobs bill legislation. This resolution is for the safety and rehabilitation of runways for a smoother ride for the 1600 registered aircraft owners in our great state.

Thirdly, we are assisting in getting pilots out of the fog and poor weather with 20 new Automated Weather Observation Systems (AWOS). With the help of FAA, engineers, local airport management, and great contractors, we have installed the AWOS to aid in medical emergency

and business flying. Even if your airport doesn't have one, when you fly near Carrington on the way to Bismarck, we have weather for you. You can even get weather at Beach and Crosby if flying west. Our resolution will be to devise a system to better communicate AWOS and ASOS weather reporting onto an internet site. Today, our 2,500 pilots in ND must still call locally the AWOS or use airborne VHF frequencies. It is our goal to get this data source on line in some format that FAA and NWS can accept for Flight Services.

Fourthly, we will provide a new 2009-2010 State Airport Directories to better educate pilots of airport layouts and promote safe flying. The new booklet will contain 90 airport images in color taken by NDDOT new digital cameras. This directory will contain aviation information and phone numbers of FBOs for the flying public. The airport images will also be available on the Commission's website.

Finally, we ask you all to make a resolution to continue your passion for aviation and serve another year on your airport board, aviation museum, aviation council or act as an industry representative. Without another year of your volunteer service, the snow may not get plowed, the runway lights may not work, the fuel tank might go empty, the fly-in breakfast might not happen and the safety meetings may not occur. Aviation in North Dakota takes a whole system of volunteers.

We thank those volunteers for their personal dedication to aviation. Finding new, younger folks will be our challenge this year to help keep aviation alive and well at the local airports and organizations.

Please feel free to drop us an email at ndaero@nd.gov on what resolutions you would like the Aeronautics Commission to consider for the new year.



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UPPER MIDWEST AVIATION SYMPOSIUM

MARCH 8-10, 2009 • Best Western Ramkota Hotel (701) 258-7700

(When making hotel reservations - remember to mention the "Upper Midwest Aviation Symposium" so that you get the convention discount rate. The convention rate is good through February 24, 2009)

Pre-registration Form *(Please print or type)*

Name of Participant _____ Spouse's Name _____
to be printed on name tag

Address _____ City _____ State _____ Zip _____

Phone _____ E-Mail Address _____

***Pre-Registration Fee:** *(You must register for the Symposium and be a member of one organization below)*

Member (\$100 after Mar. 3rd) \$75.00** _____

Spouse \$35.00 _____

Awards/Hall of Fame Banquet \$30.00 x _____ no. = _____

**Registration Fee includes admission to Symposium, exhibit area, speakers and meals (banquet extra)*

Organizational Dues: (circle amounts)

AAND — Airport Association of North Dakota

General Aviation Airport.....\$25.00 _____

Regional Commercial Service Airports\$100.00 _____

Primary Commercial Service Airports\$200.00 _____

Associate Membership (Non-Voting).....\$50.00 _____

NDAAA — North Dakota Agricultural Aviation Association

Operator Member (Chief Pilot/Owner).....\$100.00 _____

Pilot/Associate Member\$20.00 _____

NDAA — North Dakota Aviation Association

Membership (Voting).....\$25.00 _____

Associate Member (Non-voting).....\$10.00 _____

NDFP — North Dakota Flying Farmers\$65.00 _____

NDPA — North Dakota Pilots Association

Membership (Voting).....\$12.00 _____

Associate Member (Non-pilot).....\$10.00 _____

NDPAMA — North Dakota Professional Aviation Mechanics Association

Member (Voting).....\$20.00 _____

Associate Member (Non-voting).....\$10.00 _____

NDEAA — North Dakota Experimental Aviation Association

(Includes National and Local Dues)\$55.00 _____

NDAAM — North Dakota Association of Aircraft Museums.....\$35.00 _____

GRAND TOTAL \$ _____

Mail to: Fred Adams, PO Box 1072, Bismarck, North Dakota 58502

*** Do not mail registration form after March 3, 2009 ***

Make checks payable to NDAC. For further information, call Fred Adams - (701) 224-5360/226-0117

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Goose River Park (swimming pool and camping)

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- Country Hearth
- Paddle Wheel
- Pizza Ranch
- Sports Bar and Grill
- Stop n Go Deli

Night Life:

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

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THURSDAY, MARCH 5, 2009

**One Hour Sessions from 9 am - 3 pm
Bismarck Aero Center**

PROGRAM TO INCLUDE THESE TOPICS:

- **FAA Air Traffic Control**
- **ND Game and Fish**
- **TSA Safety/Security**
- **Aviation Mechanics**
- **Airline Pilots/Attendance**
- **Airport Management**

For more info contact: Larry Taborsky - 701.328.9568



Jeff Faught, North Dakota Game and Fish pilot and President of NDPAMA, shares his knowledge with some 5th graders during Career Day in Minot, 2007.

NEW HELICOPTER DIVISION



Executive Air Taxi Corporation announces the launch of a new helicopter division. The company contracts with Trinity Health in Minot, ND, to provide emergency medical helicopter service.

Executive Air Taxi Corporation has launched a new helicopter division geared toward providing emergency medical service (EMS) response capability. The Company acquired a Bell 407 helicopter and has since retrofitted the chopper to meet the needs of an EMS flight team at its Bismarck, ND, completion center. Executive Air launched the program which operates as Trinity Hospital's Northstar CriticAir, a Minot-based hospital.

The newest addition serves a wide range of communities throughout North Dakota, allowing a rapid response to medical emergencies. Executive Air's staff and management have a strong history and experience level with helicopter EMS operations allowing for the natural transition and growth opportunity. As part of the program launch, Executive Air employs a team of four full-time helicopter pilots to effectively manage the program which operates on a 24/7/365 basis.



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

Roger Bourgis, Bismarck

Brian Roberts, LaMoure

Myron Rubbert, Newburg

Ed Wagner, Linton

Fr. David Wolf, Richardton



10 STEPS TO AVOIDING A WINTER FLYING DISASTER

By Dana Siewert, Director of Aviation Safety, UND (FAAS Team Lead Representative)

Trouble in the air is very rare. It is hitting the ground that causes it.
- Amelia Earhart

According to the Aircraft Owners and Pilots Association (AOPA) the "simple" act of taking off or landing accounts for 50% of all general aviation accidents. Unfortunately, crosswinds and snowbanks in the winter have helped North Dakota pilots contribute to these percentages. However, this number could be greatly reduced by some simple personal risk management prior to and during your next flight. As it relates to winter airport operations in North Dakota, be sure you;

1. Realize there is a huge difference between being a pilot being current, and being competent. Current simply means you meet a regulatory requirement. Competent means you're able to safely complete a specific task. Before every flight, take into consideration ALL the risk elements that account for good aeronautical decision-making (ADM).

2. Always follow the *IMSAFE* checklist.

- I = Never fly if you're ill.
- M = Never fly while using medication unless approved by your Aviation Medical Examiner.
- S = Avoid flying under stressful or emotional situations.
- A = Avoid alcohol.
- F = Never fly fatigued.
- E = Eat healthy.

3. Always check your **North Central Airport Facility** Directory airport remarks for your intended destination. Nearly every airport has a caution that states, "Confirm winter conditions." Almost every airport has a phone number in this section of the AFD you can call to provide you information on runway conditions and snow removal. Never make a night landing without this information! 20 North Dakota airports have **Automated Weather Observation Stations** (AWOS) accessible via telephone or airborne frequencies. A list is provided in this edition of the *Aviation Quarterly*.

4. In the winter, avoid airports that may be unattended. A simple phone call prior to a flight may save many phone calls if you need assistance at an unattended airport.

5. Always know your aircraft relative to manufacturing limitations or demonstrated crosswind components. Then ask yourself if you're competent under the existing wind and runway conditions.

6. Always fly a **STABILIZED APPROACH**. A stabilized approach is:

CHECK – All checklist items are complete.

- F – Flight Path Correct.
- L – Landing configuration correct.
- A – Airspeed Proper.
- P – Power setting appropriate.
- S – Sink rate not abnormal.

If a stabilized approach is not confirmed prior to 200' AGL, the pilot should initiate a go-around.

7. Access the runway conditions prior to touchdown. Never "hope" for something good to come out of something that looks bad. Most accidents are a result of poor decision-making.

8. Use the 1/3 rule of thumb. Visually divide the runway into thirds. Always plan your touchdown in the first 1/3 of the runway. If you over-shoot, go-around.

9. **CAUTION: Snowbanks!** Always land on the centerline or down the middle of the runway.

10. Use minimum braking!

Pilot error most always results from tactical errors which result from a pilot's chosen behavior. These errors fall into one ... or all of three categories;

1. Ignoring safe flying practices.
2. Faulty RISK assessment.
3. Inadequate planning.

As a result, accidents are generally a chain of events sometimes referred to as the "error chain." Breaking one link in the chain is normally all that is necessary to change a disaster.



NDEAA

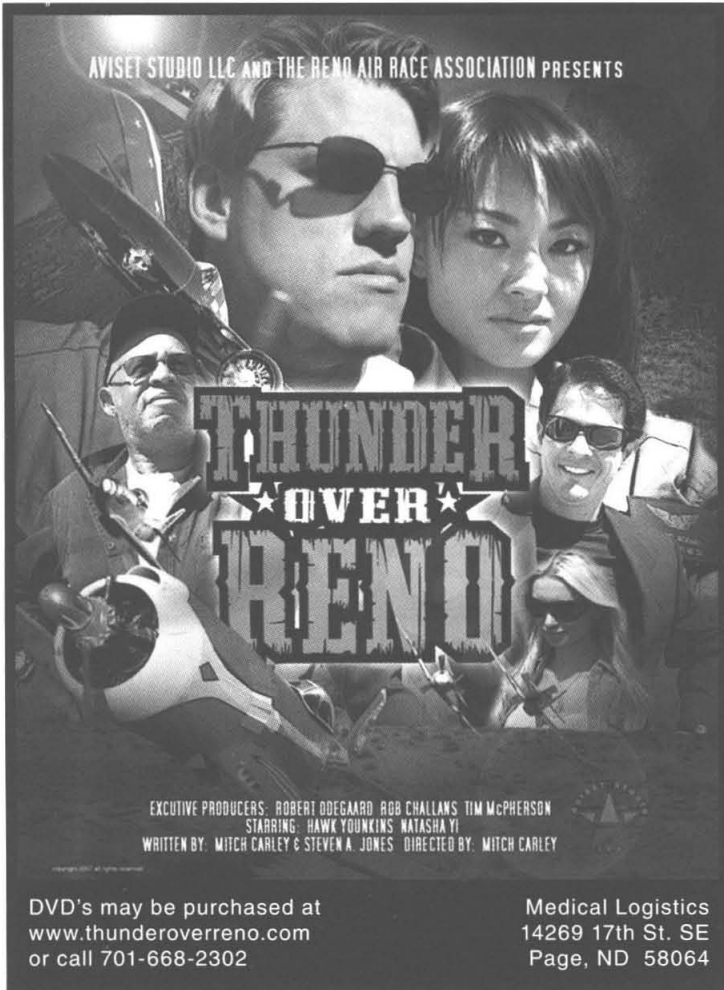
By Darrel Pittman

I get monthly updates from the EAA chapters in North Dakota. It appears they all are doing well given the recent weather. From the emails of the chapters' minutes, all the chapters are looking forward to better flying conditions. I know my chapter is! We all have fly-in schedules ready to publish.

Here in the BIS/MAN area we are looking forward to June 7th for the next episode of the Buggies and Blues fly-in. Last year was a great success and we want to duplicate the effort.

We had a Christmas party at the Mandan Airport, compliments of Dave Barth, the Mandan airport folks, and our chapter. On Friday evening of Dec. 19th, we had a party with lots of food, music and visiting. Even though the weather was terrible, we had a good turnout and a good time, thanks Dave and Jim.

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CALENDAR OF EVENTS

March 8 - 10, 2009

Upper Midwest Aviation Symposium - Bismarck, ND
Ramkota Best Western Hotel (701) 258-7700
To get convention hotel rate, call before
February 24, 2009 and mention convention.

April 25 - May 31, 2009

Vietnam Memorial - Fargo Air Museum
(Opening Ceremony April 25, 2009 - 10:00 a.m.)
For more information, contact (701) 293-8043.

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

June 7, 2009

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

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 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 Remyse
(701) 483-1062

August 16, 2009

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

Aug. 22, 2009 and Aug. 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

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Cavalier	118.275	(701) 265-8050
Cooperstown	118.750	(701) 797-2566
Crosby	118.025	(701) 965-6732
Devils Lake	125.875	(701) 662-7214
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Linton	118.175	(701) 254-4965
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Wahalla	118.175	(701) 549-3402
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