

NORTH DAKOTA Aviation Quarterly

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THE *Great* AMERICAN BARNSTORMERS TOUR

BRINGS HISTORY TO *North Dakota*



The American Barnstormers Tour in front of the vintage 1943 hangar in Bismarck. Photo by Diamond Photography

After nearly a year of anticipation, the American Barnstormer's Tour arrived in North Dakota. The excitement of watching vintage bi-planes fill the skies enticed large crowds to drive to the Bismarck and Jamestown airports to satisfy their curiosity. Sixteen vintage aircraft, including a Waco, Stearman, Standard, Bleriot Monoplane, Travel Air, Stinson, and Fairchild, provided an "experience of a lifetime," said Jon Cave of Jamestown. Between the two cities, over 13,000 spectators visited the tour.

The first American Barnstormers Tour lifted off in July 2006 with 17 planes and 35 crew. Starting in Kalamazoo, Michigan and traveling through five states to end at AirVenture in Oshkosh. The idea for the American Barnstormers Tour was born under the wing of a 1929 Travel Air at Antique Airfield in the company of friends and fellow pilots. Surrounded by so much history, they wanted a way to share the stories of these planes and to help preserve the legacy of the dashing men and women of the era dubbed "Barnstormers."

The weather for the three day event in Bismarck could not have been more cooperative. The sun was shining, and the Missouri River played host to the passengers in the vintage planes. The rides in the six aircraft were sold out, and the pilots graciously flew passengers until 10:30 p.m. The Capitol City Car Club brought in nineteen period automobiles to enhance the event. The smell of Famous Dave's barbecue ribs and the thirst-quenching lemonade were an added temptation. Members of the tour dressed in period appropriate attire and brought a special ambiance to the stage. They shared their knowledge and experience, providing listeners with a wonderful aviation history lesson. The crowds and the hosts were pleased with the event. "It was an honor to do this for the community and airport," reflected Bob Simmers.

"It was an honor to do this for the community and the airport"

— Bob Simmers, Bismarck

By Kris Magstadt, Editor

"It was a once in a lifetime experience"

— Jon Cave, Jamestown

Entertainment was plentiful at the Jamestown event. A classic car club displayed beautiful automobiles; Jimmy Velvet was on hand for photos and autographs Wednesday through Friday; Actress Cynthia Pepper graced the event on Thursday and Friday; and both NDSU and UND participated. On Friday evening, the local band, Borderline, provided music from the 1950s, 60s and 70s. There were six food vendors with everything from burgers to Italian, and a beer garden enhanced the entertainment on Friday night. The weather, unfortunately, was a bit windy, but that didn't stop them from having a great time.

If you haven't checked out the web page for the American Barnstormers Tour, go to:

www.americanbarnstormertour.com.

You can also follow them on Facebook.

North Dakota has always been blessed with rich history in aviation. It is certain that this historical event will be the topic of conversation on airports throughout the state for a long while. Congratulations and special thanks to Bismarck and Jamestown for providing this "once in a lifetime experience."



The Great American Barnstormers bring history to Jamestown and Bismarck. Photo by Mark Holzer



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PRESIDENT'S COMMENTS

*By Don Larson, President
North Dakota Aviation Council*

As your new president, I want to echo what many others have said: "We had one of the better Upper Midwest Aviation Symposiums this past March in Fargo." I also know that much of the success was due to the great leadership of our past president, Rod Brekken, and the hard work of the past North Dakota Aviation Council. As your president, I am looking forward to another great symposium in Minot in 2011. We have great local leadership and an enthusiastic committee.

Your council has contracted with Kris (Wokal) Magstadt to serve as the editor of our *North Dakota Aviation Quarterly*. The past several years we have not really assigned responsibilities for the editor. In other words, we have not provided a job description. Thanks to the leadership of Jon Simmers, his committee developed duties and responsibilities for the position and searched out our new editor. Kris's career background is in marketing, writing, and public relations. She grew up on an airport. Her father, Vic Wokal, and his brother, Joe, started the airport in Bowman. In 1963, her family moved to Glasgow, Montana, where her father purchased the FBO and served as airport manager. I am confident that Kris is going to do a great job for us.

I want to express my sincere appreciation to Amy Taborsky for the great job she has done the past several years in putting together the *Quarterly* without a whole lot of direction from the council. Amy, with the help of Malinda Weninger of the Aeronautics Commission, took care of soliciting articles and advertising, in addition to billing and collecting advertising fees. Thanks, ladies, for a great job!!!

I hope everyone has a great summer, and I am looking forward to working with the new council in planning for the 2011 Symposium in Minot.



DIRECTOR'S CHAIR

*By Larry Taborsky, Director
North Dakota Aeronautics Commission*

Granting your wishes in North Dakota

"The Commission shall assist in the development and coordination of all aeronautical activities," says the North Dakota Century Code. Accordingly, here are some of the recent developments: On June 3rd, the airport grant meeting was held. Tasked with a huge request list and a large but limited amount of funds, the highest priority projects were funded, and the remainder of the money was allotted to those projects that would not be possible without additional assistance. The commissioners put a lot of effort into their decisions to ensure that many commercial and general aviation airports were helped, all runway cracks were filled, and there were enough state funds to proceed with projects that were 95% federally funded. There will be airport construction projects this summer, so call ahead and check NOTAMS.

Flight training initiatives: The word is out that flight training is down 30% across the country, and people in the industry are concerned. The good news is that there are pockets of training in the state, where an energetic and dedicated Certified Flight Instructor has produced good numbers of students in an area where none existed before. Nice job, Dan, Jim, and Jon! To help with that cause, Aeronautics has a Flight Training Assistance Program, providing a grant to airport managers for some of the travel expenses associated with getting a flight instructor at their airport from elsewhere.

Aeronautics is looking to help sponsor a statewide CFI refresher program starting this fall beginning in Bismarck. Let me know if this would be useful to you as a CFI. The online courses are good, but nothing replaces the interaction of local instructors with similar situations and solutions.

As a member of the FAA Safety Team (FAASafetyTeam), I and other representatives can get your local safety seminars advertised on the FAASAFETY.GOV web site and send e-mail notifications of the event to interested aviators who have signed up at FAASAFETY.GOV. For those who haven't signed up...give it a try! It is a good way to keep up on developments in aviation, brush up on safety, and earn wings proficiency credit.

The Airport Passport program is producing many positive comments. People are flying all over the state to get that airport identifier stamp in their book. Flying activity increases, airports get more use, and people find another excuse to go enjoy an airplane. As summer rolls on, the program seems to be gaining steam, as indicated by the calls that we get in the office, asking where the stamp is at an airport. Airport managers please put up those stamps! As an airport manager, I can report that Riverdale and Dunseith airports are looking good, so call Flight Service, check your NOTAMS, come collect your passport stamp, and enjoy your summer from above. – *Be careful out there!*

Check out Thunder over the Red River Valley photos

www.grandforks.af.mil/

Look under Features and click on "Thunder"

The Fly North Dakota Airports Passport Program

is a fun reason for pilots to get out and fly while supporting aviation in North Dakota at the same time.

Grab your passport book and start collecting your stamps!

Go to www.nd.gov/ndaero for more information!



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AROUND THE PATTERN

By Kris Magstadt, Editor

As I take time to reflect on why aviation is such an important part of my life, I think about all of the wonderful memories I hold from being raised on an airport. The first time I drove a car was down the runway. There was plenty of room for me to get the feel of steering, accelerating, and braking. Dad was sure to keep me on the runway before he ever let me on the street. I remember popping tar bubbles near one of the hangars on hot summer days. My mother certainly wasn't happy when I came home with tar on my shoes, or for that matter, what I left in the car. I'll never forget the huge wall map in the office with a little string hanging by a white thumbtack that measured distances. It was a great way to spend a Saturday afternoon—dreaming of all the places I could go and figuring out how long it would take to get there. I was the most popular kid in school when my birthday rolled around. We would take a field trip to the airport, and everyone would get a ride in one of dad's airplanes. We always had cake and ice cream, and dad always gave the same advice. "Don't eat cake until AFTER you have been up in the airplane." Unfortunately, that didn't always happen, much to his dismay and my fellow student's embarrassment. Polishing airplanes, moving them out of the hangar, sweeping the hangar floor—all so that pilots could eat pancakes. At my young age, that seemed like a lot of work, but it was easier and easier each year. Seeing old and new pilots made it all worthwhile. I remember an air show where Al Pietsch, along with Art Scholl and his dog, Aileron, performed. Meeting the pilots in the show was like meeting movie stars in Hollywood.

In 1944, my dad, Vic Wokal, and his brother, Joe, started the airport in Bowman. In 1963, he moved our family to Glasgow, Montana, where he purchased the FBO and became the Airport Manager. He put his heart and soul into aviation, both in North Dakota and Montana, and he was my hero. Because of his dedication to aviation, the airport in Glasgow was named after him in 1996. My fondest memory is one of his birthdays. One day he was bragging about how many loops he did at the Bowman airport without running out of runway. He suggested that it would be wonderful to do nine loops in an airplane on his 90th birthday. That would be one for every decade of his life. Much to my surprise, and my mother's, I said "Okay." Warren Pietsch was my first contact—we needed parachutes. Warren happily obliged. Joe Etchart, from Glasgow, offered to go up with him in his Great Lakes bi-plane. It was a beautiful day, and after an hour of helping my 90-year-old father get into the open cockpit plane, off they went. They completed the nine loops, plus several barrel rolls, hammerhead stalls, and a few other aerobatic maneuvers. The smile on his face as they departed and returned was childlike. He had lived his passion. Not many get to do that in their lives, but I believe aviators are special people that have truly found happiness up in the air.

As your new editor, I hope to continue Amy Taborsky's fine work on the newsletter, and continually strive to make it better. I welcome your thoughts, suggestions, story ideas and photos. Please feel free to e-mail me at ndaviation@yahoo.com or give me a call at 220-2797.

Although not a pilot, the aviation industry holds a very special place in my heart. Thank you for the opportunity to once again be a part of your special community. I look forward to meeting all of you throughout my tenure. It will be great fun to hear and share the stories I'm sure you have to tell. – *Until next quarter.*

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DEADLINE	ISSUE
December 1	January 15
March 1	April 15
June 1	July 15
September 1	October 15

HELPFUL WEBSITES

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www.ndac.aero

ND Aeronautics Commission
www.state.nd.us/ndaero/

ND Pilot's Association
www.ndpilots.com

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GO-AROUNDS NOT JUST FOR STUDENT PILOTS

By Mark Scheele, CFI

The FAA has issued a Safety Alert for Operators (SAFO) emphasizing the importance of go-around callouts and immediate responses by flight crews. The SAFO is a result of the runway overrun by an Embraer ERJ-170 in 2007. The NTSB determined the cause of the accident was the failure of the flight crew to initiate a go-around.

While the SAFO is the result of an accident involving a professional flight crew on an IFR flight plan, it should be a reminder to all of us that go-arounds are not just for student pilots. Whether operating single pilot or as a crew, we should always be ready to abort a landing.

A big emphasis in flight training now is the stabilized approach. Different schools have different definitions and policies about stabilized approaches, but the main idea is the same: We are lined up with the runway, at the correct airspeed and in the correct configuration by a certain altitude, or we go-around.

An acronym used by some is FLAPS:

- F—Flight path aligned with runway
- L—Landing configuration (gear, flaps, prop, etc)
- A—Airspeed stabilized and normal
- P—Power setting normal
- S—Sink rate normal

If all of the items on the FLAPS list are not achieved by 200 AGL, the pilot MUST go-around without hesitation. This is just one example, but every pilot should have their criteria and always be ready to go-around.

For some pilots a go-around is embarrassing, or a sign of failure. But a go-around followed by a safe landing is much less embarrassing than a non-stabilized approach followed by an accident.

FAA ANNOUNCES NEW RUNWAY CROSSING RULES

To reduce the possibility of runway incursions, on June 30, 2010, the Federal Aviation Administration initiated new procedures for issuing runway crossing instructions.

The new rules require that controllers:

1. Issue explicit instructions to “cross” or “hold short” of each runway that intersects a taxi route.
2. No longer use the phrase “taxi to” when issuing taxi instructions to an assigned takeoff runway.
3. Issue instructions to cross one runway at a time. Instructions to cross multiple runways will not be issued. Exceptions may apply for closely spaced runways.

The FAA campaign to educate pilots and airport vehicle drivers includes a new runway safety webpage, which features a short animation and more details about the new procedures.

Go to: www.faa.gov/go/runwaysafety

RAISING AWARENESS ABOUT GENERAL AVIATION

By Amy Griese, Advertising Marketing
Jon Simmers, NDAC Member

On Wednesday, May 26, appointed representatives from each of the NDAC alphabet groups and the North Dakota Aeronautics Commission met in Jamestown to take part in a “Creative Learning Session.” The event was facilitated by Advertising Marketing, a marketing firm out of Fargo. This was the first step for the NDAC as they construct a long-term strategic plan focused on raising awareness and educating the general public on the value of general aviation in North Dakota.

The day focused on ways to capitalize on the enthusiasm that we share within our current efforts and how to inject new life into raising awareness across the state. In addition, we explored several of our previous successes and failures. Through this exercise, we learned that each organization has several common goals that align well with each other, as well as the Aeronautics Commission. It became evident that all aviation enthusiasts have a passion to share the great things about general aviation, but need to have a shared vision in how we get the word out to the general public.

The event marks the starting point for all eight contributing groups that make up the NDAC to have a shared statewide educational campaign that is designed to inform the general public and business users about the benefits of general aviation. The NDAC hopes the initiative can overcome the misperceptions about general aviation and focus on the positive impact it brings to North Dakota. The aviation industry in North Dakota will benefit from more flight hours leading to a demand for more pilots, mechanics, and planes.



TRIM TAB

By Bob Simmers

Dear friends:

Unforeseen circumstances have made it untimely for me to have an article in this issue. I wish to thank the aviation community for their support for our family during this difficult time. Your prayers and thoughts have been overwhelming. Thanks to all. – ‘Til next time, happy landings.

“DO YOU?”

want to be added to the NDAQ mailing list?

have an address change?

prefer to receive your newsletter via e-mail?

have comments, suggestions, story ideas or photos?

Contact Kris at ndaviation@yahoo.com



WHAT A YEAR

By Darrel Pittman, Vice Chairman
North Dakota Aviation Council

In the last Quarterly issue I told you I was no longer on the North Dakota Aviation Council (NDAC). Well, as it turned out, I spoke too soon. A council member nominated me for Vice Chairman, and I was voted in unopposed. Go figure!

OSHKOSH

I will not be going to Oshkosh this year. My CAP duties require my assistance with the Cadet Encampment program held at Camp Grafton near Devils Lake. I'll miss riding with Larry in the Skymaster. If any of you are going, visit the safety team in the FAA building.

CIVIL AIR PATROL

Again this year, the Civil Air Patrol (CAP) performed an outstanding task for the State of North Dakota. The spring flood did not equal the flood of 2009, but it was still a disaster worthy of a Presidential declaration. The CAP flew 117 sorties and 309 flight hours taking photo images of North Dakota's flooded areas. Ground volunteers worked where help was needed. We extend a big thank you to all the volunteer pilots and ground crews of the CAP.

BUCKSTOP JUNCTION

On August 15, Bismarck Mandan EAA chapter 1008 will again prepare and sell food during "Old Settlers Day and Corn Feed" at the old town of Buckstop Junction. This fourth annual event supports the Capital Aviation Hangar moved to Buckstop a few years ago. My personal hope is to establish a small aviation museum in honor of Bob Watts. We are still looking for an old airplane as a permanent static display. If you know of something, please let me know.

YOUNG EAGLES

Bismarck Mandan EAA chapter 1008 will be flying Young Eagles in early September. This time it will be a group of Boy Scouts. We need EAA pilots and airplanes to help. Burgers and brats will be served. Everyone is invited to help, and other chapters are welcome.

BUGGIES AND BLUES

On June 13, EAA chapter 1008 held its third annual fly-in breakfast at the Mandan airport (Y19). Unlike last year, the weather (WX) was fantastic. Thank you, WX gods. We fed close to 500 people. The airplane turnout was great. The DC3 "Duggy" was here, as well as a Blackhawk helicopter from North Dakota National Guard. Duggy made some low passes over Mandan and the airport, pleasing everyone. It was a great day, and we are thrilled about the success. Chris Susie, our President, arranged for reduced cost airplane rides through his company, Executive Air Taxi. They sold 64 seats. Good job Chris and Kyle. — Cleared for takeoff.



Photo by Marlette Pittman

EAA 1008 member, Doug, meets Duggy.

NDBAA Bismarck Aviation Career Day A Success!

by Jon Simmers, NDBAA



Simulation: We can actually do this?

Tower Control, flight simulators, charter/flight instruction, aircraft maintenance, and corporate business pilots.

Nine different schools from the Bis-Man Community participated in this event. The event creates quite a buzz with the students, as it provides an opportunity for them to go beyond looking through the fence and actually get a chance to experience what is on the other side.

Attractions included the North Dakota Game and Fish's Scout that has externally mounted antennas used to track wildlife, the Bismarck Technical Center's flight simulators, North Dakota National Guard's Blackhawk, spray plane, NDDOT's Cessna Skymaster with camera, and the Bismarck ARFF Station's fire truck. In addition, TSA provided a great exhibit that included strange items that people try to sneak through security. Another unique draw was Bismarck Air Medical's exhibit that displayed how aviation can assist rural trauma patients in accessing larger medical facilities. We would like to extend a special thanks to our presenters and hosts.

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EAA UPDATE

By Chris Susie, EAA Chapter 1008 President

My goal as the new EAA chapter president and EAA North Dakota Aviation Council Representative is to bring aviation gatherings and provide organized general aviation flying activities to local pilots. We've had a great start this year with well attended chapter meetings and cookouts followed by flying activity. Thanks to the participation of our EAA Chapter 1008 members, we are succeeding!

Many pilots in the state complain that organized, or even unorganized, aviation events and recreational aviation doesn't exist here. Some say, "why bother," because "nobody will show up anyway." The other comments I often hear is, "We tried that before and it won't/doesn't work here." "We can't/don't have any money to..." "Our ND weather isn't conducive for flying or scheduling an event." The list of complaints and excuses goes on and on.

Well, let me boast about our great little EAA Chapter 1008! We have a growing membership of pilots and non-pilots alike, with an average meeting attendance of 20 to 30! This year, Chapter 1008 has held not one, but FOUR, flying activities including:

February—Our Chapter had a "dirt drop" at the Mandan Airport. Three planes took part. We had so much fun, we decided to do it again sometime.

March—Chapter 1008 had a formation flying activity and took photos of airplanes from the ground and air-to-air. Five airplanes took part. See our photos on our Facebook page.

April—The Chapter had a five-leg poker run to Washburn, Hazen, Beulah, Glen Ullin, and back to Mandan. Four airplanes took part and 11 people "played" poker. The pot was \$110 dollars for the winner (\$10 entry fee per player).

May—We had a fly-out to the Minot Air Museum and a stop at Garrison for a passport stamp on the way back to Mandan. Two airplanes went with six people. We had a great flight and enjoyed the Dakota Territory Air Museum.

...and we aren't done! We are held our biggest fly-in ever this year in Mandan (Y19) on June 13. As an EAA Chapter, we raised the funds and hosted "Duggy" the DC-3. Everyone attending enjoyed breakfast, aviation, and the car-show and music festival downtown in Mandan. A shuttle was provided for fly-in pilots and passengers.

If these are the type of aviation and flying activities you wish you were doing, JOIN US! I extend an open invitation to all pilots, student pilots, and aviation enthusiasts across the state to attend our EAA Chapter 1008 meetings in Mandan. Guests and fly-ins are welcome at our chapter meetings anytime, and joining Chapter 1008 is easy (dues are only \$15 a year). Our chapter meetings are usually held on the third Saturday of the month at the Mandan Airport terminal; please see our chapter calendar in this newsletter. If you are interested in our activities, please email me at northernskyaviation@yahoo.com to receive our e-newsletter on a monthly basis. Aviation DOES happen here in ND! – *Happy Flying!*

The Fargo Air Museum has launched its first Plane Camp!

For more information, visit their web site at fargoairmuseum.org

Eternal FLIGHT



Aviation Hall of Famer Bob Watts leaves a legacy

Robert "Bob" Kassner Watts, 92, Bismarck, died peacefully, May 25, 2010, at Missouri Slope Lutheran Care Center, Bismarck, under the care of St. Alexius Hospice.

Bob was born in Virginia, Minn., on Nov. 1, 1917, the son of Robert L. and Lillian K. (Kassner) Watts. The family moved to Bismarck where he attended Roosevelt Elementary School. He then attended junior high school in Denver and graduated from Bismarck High School in 1935. He was active in Glee Club, Quartet, and Baseball.

After graduation, Bob worked for Lyman Morley, working on electric motors and as a machinist. Bob worked for Montgomery Wards as a repairman. Bob learned to fly airplanes in 1939. He was also a radio engineer for KFYZ radio. Bob then transitioned to KFYZ-TV and put up the first television tower on the state Capitol building.

Bob joined Bismarck Flying School as an instructor after the attack on Pearl Harbor. After the school closed, Bob traveled to Texas to join the Air Transport Command as a civilian ferrying aircraft around the U.S. Bob trained pilots for the military. Later, when Bob joined the Army Air Corps, much to Bob's surprise those pilots then trained him the military way.

In 1944, after marrying Lois (Loui) Riggs, he joined his brother, Jack, flying over the Himalaya Mountains into China, a route also known as "The Hump" hauling cargo and passengers until the end of World War II. In India, Bob also built a radio station transmitter from spare parts and memory, so they could have Spike Jones Jazz broadcasted to troops on base.

In 1945, after returning from World War II, Bob and his brother founded Capital Aviation. They were a Cessna Aircraft dealer and fixed base operator until 2001. In 1996, Bob was awarded the Charles Taylor Master Mechanic Award. Bob was inducted into the North Dakota Aviation Hall of Fame in 2001.

His younger brother, Jack, preceded him in death in 1995. Memorials can be made to the Bob Watts Aviation Center in care of the Bismarck Public Schools Aviation Program, opening this fall on the Bismarck State College campus.



Stephen McLeish, 64, Braddock, passed away at his winter home in San Antonio, Texas, surrounded by his family and friends on April, 16, 2010, following a courageous battle with cancer. Stephen earned his private pilot license while in high school. He had a passion for building and flying model airplanes, a hobby he shared with his family.



Jackson Dean Simmers was taken from us suddenly, but peacefully, in his sleep on Tuesday, June 15, 2010. He was born March 9, 2010, to his big brother Harrison, and his parents, Jonathan and Katie (Brunner) Simmers of Mandan. Although only three short months old, Jackson Dean brightened the lives of so many. He had a vibrant personality and an incredible demeanor that offered a calming effect on everyone who surrounded him. This handsome little boy was loved by so many.

NDAC expresses their sincere sympathy to the families of these aviators.

FLY-IN PHOTOS



Duggy lands in Mandan with a smile on his face.



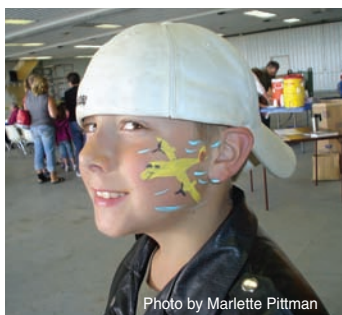
Enjoying pancakes at Beulah.



Ready for take-off at the Beulah Fly-In.



P51 Mustang and T6 Harvard from Killdeer at the Hillsboro Fly-in.



Dalton Gartner show off his face art by Judy "Buttons" Fried of Miles of Smiles Clown Alley."



Randy Aarestad, President of Airloan and Hillsboro Airport Authority Member provides direction at the Hillsboro Fly-in.

AAND

By Tim Thorsen, AAND President

In the first half of this year, AAND has continued efforts to influence regulation and legislation in support of North Dakota's airports. Most recently, this included a meeting with Senator Dorgan in March and written communications with Senator Dorgan and Senator Conrad in an effort to push for multi-year legislation funding for the FAA and Airport Improvement Program. This legislation has been the subject of meetings between the House and Senate, as specifics are debated and they attempt to work out differences. We stressed the need for a program with consistent funding, so that the short construction season in North Dakota is not lost and supported continuation of the Small Community Air Service Development Program. We also expressed the collective desire of our members that excessive National Fire Protection Association standards not be forced on Aircraft Rescue and Fire Fighting (ARFF) at our nation's commercial airports. The requirements would be detrimental to North Dakota's eight commercial airports. These issues remain unsettled, and unfortunately, no legislation has been agreed upon, except to extend the existing program for an additional few months.

As we open up our summer construction, now is the time to take a look at safety around your airports. Construction can introduce hazards if airports, engineers, and contractors are not alert. Be especially mindful of the need to publish Notices to Airmen (NOTAMs) about construction and movement area closures. Things that change are the things to watch.

A fall professional development opportunity for airport operators is the FAA Bismarck Airports/District Office Fall Seminar on October 27-28 at the Kelly Inn in Bismarck. The program starts with registration at 8 a.m. on October 27 and concludes at 5 p.m. The program on October 28 runs from 7 a.m. to 3 p.m. The FAA will discuss the funding program and managing grants, among other things. This program will be directly applicable to North Dakota's eight commercial service airports and 45 General Aviation airports in the National Plan of Integrated Airport Systems (NPIAS), all receiving FAA grant funding. Information for the conference is on the ADO website at www.faa.gov/airports/great_lakes/about_airports/bis_ado/ or by contacting Janelle Stocking at (701) 323-7380 if you have additional questions.

We are asking that all airports confirm that your AAND dues are current. If you have questions, contact Matthew Remyse at (701) 483-1062 or e-mail Dickinson Airport at dickinsonairport@ndsupernet.com.

Lastly, if you run out of things to do and get a spare minute, take a look at your snow removal equipment and review procedures in Snow and Ice Control Plans. A little preparedness will go a long way when the snow starts flying. Winter is just around the corner. Having said that, have a good summer!

One of the costliest mistakes a pilot can make is forgetting that a flight begins when the engine(s) start turning, not when the wheels leave the pavement. The same holds true with the end of a flight, it does not end just after you touch down on the runway. To learn more about this and other important safety issues, visit faasafety.gov



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DO YOU “WALK THE LINE” in AVIATION?

By Mark J. Holzer, Aviation Planner
North Dakota Aeronautics Commission

This storyline message comes from one of the top songs by Johnnie Cash. Aviators are geared to walk, or even better, fly the LINE. Flying and airports involves all kinds of regulations on LINES. A pilot or airport manager must follow these regulations or consider losing his certificate. Penalties can be severe, so following LINE is what is expected by the 6000 employees on North Dakota's 89 airports. Nobody should depart from the accepted standards that LINES offer and become lost in flight.



Airport managers have runway center LINES that assist in takeoffs and landings. These lines are lifesaving visual guidance for takeoffs and landings. Winter snow drifting at night justifies the expense of painting with glass beads these \$10,000 LINES of the runway. Taxiways and hold lines are also very important due to the narrowness of the taxiways. The aircraft should not stray off the LINE, as hitting snow banks is a main cause of airfield accidents. Just like in life, if you wander off the LINE, you could find yourself in trouble.

Everything an airport manager does on the airport layout plan deals with LINES. We have approach, departure, protection, safety area and object free area LINES. Each of these LINES must meet FAA safety standards, or else you must get a waiver or change it. If an airport does not comply, improper LINES are marked and lighted to get public approval. Airport boards spend millions, so they do not violate any regulations about airport or airspace LINES.

Flying LINES in the sky are called airways, and they are protected with safe flight altitudes. If you meander off course, a pilot is flying unprotected altitudes and must watch out for tall towers and conflicting traffic.

So, the lesson from this old song is, even though we may not always follow the LINE, it's the best corrective course for safety in chasing the LINES of flight across airports and wide open airspace in our state.

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MARK'S HANGAR NEWS

By Mark J. Holzer
North Dakota Aeronautics Commission



AIRPORT CLOSURES

The Killdeer Airport will be closed temporarily due to broken asphalt on runway in 2010. Plans are to repair the runway, taxiway and aprons in 2011. Please note this closure on your flight guides.

Grenora Centennial Airport closed permanently in 2009. Airports planning major runway reconstruction this year are Drayton, Enderlin, Mohall, Napoleon, and Wahpeton. Check NOTAMS and AFD for current status on these projects.

STATE SEAL COAT PROJECT

The commission will be acting as sponsors this summer to rejuvenate seal coats as eight airports; Beach, Cando, Carrington, Crosby, Hazen, Lakota, Northwood, and Walhalla. Pilots should check NOTAMS for airport closures due to crack sealing, seal coatings and then runway markings. The surface seal will prevent airfield pavement raveling and helps save tire wear. We anticipate a 10-20% project savings under the multiple bids. Four engineering firms are working in cooperation with the commission to accomplish the project.

AIRPORT MANAGERS HANDBOOK

This guide book was prepared for airport managers and airport boards to assist in management strategies in late 1990s. A scanned version will be sent to all 89 airports on a computer disk with Adobe Reader. Thus, airport managers can use a computer to search for valuable information. Copies of the guidance, such as leases, FAA grant assurances, land-use controls, fueling standards, hangar space lease and more assist to super manage an airport.

STATE GRANT OVERVIEW

On June 3, 2010, the ND Aeronautics Commission reviewed state grant applications for over \$7.5 million. Grant awards totaled \$2.5 million for matching FAA projects, pavement sealing, runway lighting and marking, and reconstruction of runways at Drayton, Ashley, Mohall, and Enderlin. The commission congratulates all the airport authorities and managers for dedicating their time in coordinating these airport state grants.



AWOS CONNECTIVITY

The ND Aeronautics Commission is investigating the connectivity of 24 general aviation AWOS sites to the National Weather Service (NWS) and posting data on FAA Web sites. The state of Colorado Aeronautics, under a FAA Memorandum of Understanding, demonstrated this for the first time in the nation. This project will provide Flight Service Stations with additional sources to improve weather briefings.

Today, pilots must either call or use airborne frequencies to access the weather data. We hope this project will lead to a web site on the commission's page for all pilots to quickly monitor our weather sites in ND.

WHATS UP?

By Bradley Fields, Aviation Planner
North Dakota Aeronautics Commission



As pilots and airport managers, we are constantly looking for ways to improve safety at our airports. *The Airport Facility Directory (AFD)* or "Green Book" is something all pilots learn to use during training, but often can be overlooked by more experienced pilots. One recent incident highlights the need for the *Airport Facility Directory*.

A pilot reported several potential safety issues at one airport in North Dakota. The pilot indicated to our office the poor condition of the turf surface of the runway. Additionally, a ten foot tall wildlife fence was just built and obstructed the approach end of the runway. He suggested the runway should be closed to prevent an accident.

The airport manager had previously issued the NOTAM for the runway to be permanently closed. This information was then entered into the *Airport Facility Directory*, which is updated every 56 days. Once this information is in the *Airport Facility Directory*, the NOTAM will no longer be issued by Flight Services. Thus, pilots may have a comfort level that everything is safe, as no NOTAM existed for the airfield.

This lesson for us as pilots highlights the importance of the *Airport Facility Directory* in our flight planning. It is not adequate enough for us to just check the NOTAMS issued by Flight Service. It is easier than ever to get the information in the AFD; the entire AFD is available online for FREE at www.naco.faa.gov.

Have a safe summer of flying and give me a call if you find unreported safety issues!



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July 24, 2010

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

July 26 - August 1, 2010

EAA AirVenture
Oshkosh, WI

August 14, 2010

Kindred Airport
Fly-In Breakfast
Breakfast - 7 am
Airshow - 9 am
Contact: Ron Lundquist
(701) 388-2126

CALENDAR OF EVENTS

August 15, 2010

Old Settlers Day/Corn Feed
Buckstop Junction-Bismarck
Contact: Darrel Pittman
(701) 391-7760

August 22, 2010

Milnor - Harris Lunneborg Field
Fly-In Barbeque
4 pm-8 pm
Contact: Mark Gainor
(701) 680-1001

August 28, 2010

8 am-12 pm Mountain
Pancake breakfast
Mott Municipal (3P3)
Contact: Ray Kelsch
(701) 824-2983

September 5, 2010

USA-Canada International Fly-In
Dunseith
International Peace Garden Airport
Contact: Larry Taborsky
(701) 328-9655

September 11, 2010

Minot Air Force Base Open House
(701) 723-2754

September 19, 2010

Fly-in Breakfast
Thief River Falls, MN
8 am-1 pm
Contact: (218) 681-5585

September 19, 2010

Turtle Lake
Fly-In Breakfast
Contact: Dianne Herr
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September 25-26, 2010

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