

# NORTH DAKOTA Aviation Quarterly

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## AVIATION ENTERS A NEW DECADE UPPER MIDWEST AVIATION SYMPOSIUM    MARCH 7-9, 2010 ★ ★ ★ HOLIDAY INN 3803 13TH AVE. S. FARGO, ND

### FEATURING HALL OF FAMERS

The North Dakota Aviation Hall of Fame committee is pleased to announce the 2010 North Dakota Aviation Hall of Fame recipients:

#### ★ ★ ★ ALEX MACDONALD ★ ★ ★



Alex became an Air Force pilot in 1952, and returned to North Dakota to serve in various positions in the North Dakota Air National Guard, including squadron commander and Chief of Staff for Air at the state headquarters. He has volunteered to serve on the Fargo Airport Authority for 20 years, with the only break in time being when he served for the Governor as the Adjutant General. A founder and active participant in the Fargo Air Museum, he was instrumental in providing the initial financial work necessary to create the museum, and still plays an active role to ensure its successful future. Alex's other contributions to North Dakota include serving as President of the North Dakota State Elks Association, Chair of the North Dakota State Games, and Chair of the North Dakota Veterans Cemetery Trust Fund. He holds a commercial multi-engine instrument rating.

#### ★ ★ ★ RON DECK ★ ★ ★



Ron is a pioneer of GPS guidance for aerial application operators in North Dakota, training numerous North Dakota operators in this technology and making them all more efficient in their business. He served as president of the North Dakota Aerial Applicators Association, was secretary of the National Agricultural Aviation Association, and was chairman of the national association's constitution and by-laws committee. His business, Sky Tractor, holds annual Self-Regulating Application and Flight Efficiency (S.A.F.E.) clinics. He has supported his local community in many ways, including dropping water on a house fire, flying teachers to school when the bridges were flooded, and serving as a member of the Hillsboro Jaycees and Knights of Columbus. Ron is a Certified Flight Instructor and has been flying since 1965.

#### GUEST SPEAKER - AEROBATIC PILOT JULIE CLARK



Julie was a pilot for more than 40 years and a retired Northwest Airlines Captain. Julie Clark has logged more than 31,000 accident-free hours in the air and is rated in more than 66 types of aircraft. Marking her 31st year as a solo aerobatic air show pilot, Julie has earned the admiration of fans everywhere and garnered many awards and honors. In March of 2002, Julie received perhaps her highest honor with induction into the Women in Aviation, International Pioneer Hall of Fame. The Hall of Fame recognizes the significant contributions women have made to the aviation industry as record setters, pioneers or innovators. "Being inducted into this outstanding Hall of Fame is a great thrill for me," said Clark. "Being honored at this level for doing something that I truly love makes this induction even more special."

★ ★ ★ (Continued on Page 11)

## CHAIRMAN'S CORNER



By Rod Brekken

March 7-9th, 2010  
Fargo Holiday Inn, Fargo.

March 6-8th, 2011,  
Holiday Inn, Minot.

March 4-6th, 2012,  
Ramkota Inn, Bismarck.

March 3-5th, 2013,  
Ramada Plaza Suites, Fargo.

March 2-4th, 2014,  
Alerus/Canada Inns, Grand Forks.

Has the NDAC been doing our homework? I'd like to think so. The above is the line-up of the upcoming symposium sites. We have to schedule and sign contracts with these sites well in advance of the date to be sure we have a suitable venue for the Upper Midwest Aviation Symposium. A council representative, council member, or committee of members must visit these sites and others to obtain room rates, food menus, and to analyze the size of the venue and the associated costs. They take their findings to the council and all of these factors are considered before a decision is made as to what venue will be awarded the contract. We try to move the event around the state to make it fair to those attending so they aren't always required to make a long trek across the state to attend the symposium every year. Every so often it is right in their back yard.

The symposium is the crown jewel in the event schedule for aviation interests in the Upper Midwest. A lot of planning goes into making the event attractive for those attending. We try to make the schedule so that everyone attending has events that appeal to their particular aspect of aviation. Most times we are successful and everyone has an educational and pleasurable time.

We are extremely thankful to the exhibitors who attend the symposium. Without them, the symposium would lack the appeal it has for attendance. We are also very thankful to the speakers who attend the symposium and provide us with the knowledge we seek to help make aviation a more profitable and enjoyable business and recreation. Finally, we are thankful to the sponsors who provide a financial commitment using their advertising dollars in the best possible environment. Their message is expressed directly to the patrons who use their products and services. By being a sponsor at the symposium, their dollars are used to advertise directly in front of the people whom they want to consider their wares.

The dedicated members of the North Dakota Aviation Council want to invite you to your Upper Midwest Aviation Symposium this year at the Holiday Inn of Fargo. Call the Holiday Inn at 701-282-2700 to make room reservations. Mention the aviation symposium to receive special room rates. Come join with us to make yet another memorable Upper Midwest Aviation Symposium where friends come to talk about great aviation memories, knowledgeable people come to share new and exciting products, and strangers come for the experience and soon become friends for a lifetime.

**ROD BREKKEN, CHAIRMAN, NDAC**

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# DIRECTOR'S CHAIR



By Larry Taborsky, Director,  
North Dakota Aeronautics Commission

## North Dakota Airspace and You

North Dakota airspace has been discussed a great deal in recent months.

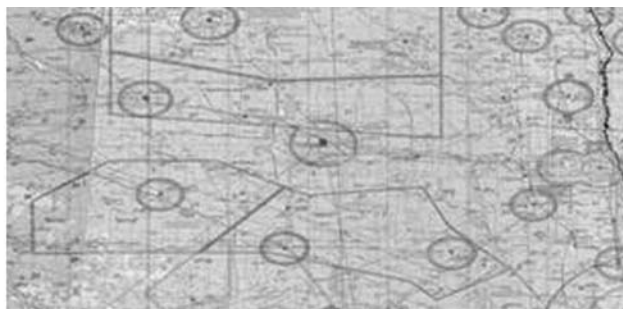
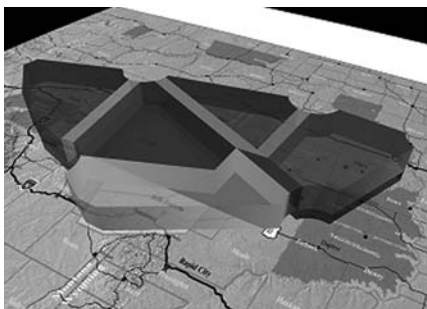
In the Bowman/Hettinger/Elgin/Mott area of the state, the Powder River Military Operations Area is being considered for expansion. This proposal was made public at several scoping meetings in the summer of 2008. The proposal includes expansion of the airspace, breaking it into sectors, and conducting high-speed and low altitude training missions while under the control of Air Traffic Control. You can plan on seeing public hearings on the Powder River Complex around May this year, and at various locations including Bowman, Hettinger, Dickinson, and Bismarck.

The Devils Lake MOA is being considered for increased Unmanned Aerial Systems (UAS) activity, from the Customs and Border Patrol, Air National Guard, and civilian companies hoping to find airspace for test and development. North Dakota frequently has a restricted area around and to the west of Grand Forks Air Force Base, giving a pilot more reason than ever to check with Flight Service before each flight. There is a tremendous need for UAS development, and North Dakota is positioned to become a leader in this field, but the FAA has yet to finalize the criteria to allow unmanned aircraft in the National Airspace System with civil aircraft.

The FAA's Automatic Dependent Surveillance-Broadcast (ADS-B) system is scheduled to be operational in North Dakota by September 2010. This is a key element of the NEXGEN system of ATC and navigation using Global Positioning Satellite technology, and could be the key to integrating the military and UAS vehicles into the skies along with our aircraft.

The Aeronautics Commission is tasked with promoting aviation within the state, which includes sprayers, air taxi operators, private pilots, and the military. The next few years should show an emergence of new technologies in our state, and good communication between the user groups will help ensure that all will benefit from these improvements.

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# MARK'S HANGAR NEWS

By Mark J. Holzer,  
ND Aeronautics Commission



**2010 FAA Appropriations:** The House-Senate conference committees have reconciled differences for the consolidated appropriations bill. Fiscal year 2010 funding for DOT and FAA is included in this umbrella appropriations bill with \$9.35 billion in funding for FAA's operations

budget, \$3.5 billion for airport improvement program grants, \$2.9 billion for facilities and equipment (F&E), and \$190.5 million for research and development. Most budget lines were funded at a level between the House and Senate proposals. Within the operations budget, the conference report allocates \$7.3 billion for the FAA's Air Traffic Organization. Lawmakers allocated an extra \$14 million above the administration request to increase aviation oversight, covering the hiring of an additional 186 inspectors. Within the F&E line, \$834 million is for development of the NextGen ATC modernization effort. The House has passed its version of the FAA Reauthorization bill. The Senate has not. However, both chambers have passed a three-month extension taking FAA authorization to March 31, 2010.



## Jobs for Main Street Act, 2010:

As their last action before recess, the House approved H.R. 2847, the Jobs for Main Street Act, 2010. This bill provides more than \$39 billion of additional transportation and infrastructure investment to help

create and sustain family-wage construction jobs and rebuilds the nation's infrastructure. Airport infrastructure investment is to receive \$500 million. In 2009 in ND, over \$10 million of Jobs Bill airport grants were allocated to Grand Forks, Mott, Ft. Yates and Wahpeton. Projects are scored on FAA priority system, thus runway rehabilitation scores highest for a ND airport to compete for 2010 jobs funding.



## News Print Continues To Bash Airports:

On Dec. 21st, a national media newspaper ran another front page story – the third in recent weeks – to mischaracterize general aviation and small community airports. The article criticizes the use of federal dollars to

fund "terminals at little-used airports, hangars to store private jets, and parking areas that are free to customers", and "airports used mostly by private jets and piston-engine planes".

NASAO's Henry Ogrodzinski says, "This is yet another example of twisted editorial policy which promotes airlines and airline hubs at the expense of the rest of our nation's integrated system of airports. I do not believe for a moment that it is any coincidence that the airlines' top flack was quoted in the story

as saying that (AIP grants) 'could likely be better used on higher-priority projects like airspace modernization. That would allow more flights and would reduce delay'. It is a bit disingenuous to claim that NextGen will reduce delays that are caused by airline scheduling practices."



## Through-The-Fence Operations:

Just a reminder that comments to the FAA on the agency's proposed new guidance on through-the-fence operations can be sent in as soon as possible. Check out the rules by searching FAA web site for this proposed regulation. Any ND airport

that has airparks, housing on the airport, hangar sleeping quarters, non-airport owned land that allow aviation access to the airfield, you will need to file your comments to:

Mr. Charles Erhard  
Federal Aviation Administration  
ACO - 100  
800 Independence Avenue, SW  
Washington, DC 20591



**Approach Cancellations:** The FAA recently announced that it will defer canceling 22 instrument ground-based approaches based on comments from AOPA and pilots. AOPA's Pilot Information Center gathered input from pilots on 154 instrument approaches that were on the chopping

block, analyzed each, and recommended that the FAA keep 22 of the approaches based on pilots' needs. For ND, the only two airports impacted are NDB approaches on Rwy 31 at JMS and Rwy 29 at ISN.



## Grand Forks Air Traffic Sets Record:

One day in June, the controllers working in the tower at the small North Dakota airport handled 2,014 operations, surpassing both Dallas/Fort Worth and Denver International's flight counts.

Not every day is so busy at Grand Forks, ND. The average traffic count this year is closer to 1,000 operations, but that still represents a 45 percent jump in volume. Through November 2009, the tower managed 328,528 operations, about 90,000 more than in all of 2008.

That increase has come largely because of contracts the University of North Dakota signed with Japanese, Chinese and Taiwanese airlines to train their pilots at Grand Forks.

Dave Cink, the air traffic manager at Grand Forks Tower, estimates that 250 to 300 foreign students currently use the airport, flying six days a week. And that's in addition to the 600 to 800 other students in flight status. The university also has arranged to train Saudi Arabian helicopter pilots, and is increasing its fleet of seven helicopters to 13.

Cink estimates that as much as 95 percent of the airport's activity comes from students at the University of North Dakota.

*Continued on page 6*



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## TRIM TAB POWER OFF LANDINGS

By Bob Simmers

Merry Christmas and Happy New Year. By the time that you receive this, we will be deep into the first month of the New Year. If things are similar to last year, you may be on your second snow shoveling by now. I want to start out 2010 by starting a series on emergencies. We have spent a lot of paper over the years talking about basics, but nothing about emergencies. Emergencies are still part of your basic training.

We have quite a list to choose from, but in this issue, I want to dwell on the most basic emergency, the emergency landing. Why, because all emergencies end with a landing, so let's talk about it first. When was the last time you practiced an emergency landing? Can't remember. When was the last time that you practiced a power off landing?? Same answer? I know, you practice spot landings every time you land, right. But not power off spot landings.

What are the three things in aviation that are useless? 1- Runway behind you, 2- Air in the fuel tanks, and 3- Altitude above you. Do you remember your best glide speed for your aircraft? If not, it is one of the most important airspeeds on the list and should be memorized.

When dealing with an actual engine failure or when practicing, the first and most important reaction should be to maintain altitude until the glide speed has been reached. Next, trim the aircraft to maintain that airspeed hands off. This will maximize your glide distance and time, giving you the freedom to find a place to land, troubleshoot the problem and review the checklist. Once you have located a place to land, head directly to that spot. It is easy to lose altitude once you have reached the landing spot, but landing short is not a very successful alternative. Once you are over the selected spot, you can view your selected spot for obstacles, circle down and fly a traffic pattern to nail you landing spot.

Not a whole lot to it, but can you land on that spot?

Just for fun, try it. When you were preparing for your last certificate ride, you were able to land on a spot power off from 1000 feet in the traffic pattern. Have you tried it lately? I challenge you to pick that spot and land on it. This is something that you should practice with regularity.

Practice, Practice, Practice. That is what helps us remain proficient and competent pilots.

**So til' next time, happy landings,  
Bob Simmers**

## MARK'S HANGAR NEWS (Continued from page 4)



**Get Your Rest:** Sleep deprivation adversely affects automatic, accurate responses and can lead to potentially devastating errors, a finding of particular concern among firefighters, police officers, soldiers, pilots and others who work in a sleep-deprived state, say University of Texas at Austin researchers. Chief pilots of aerial application companies, air taxi and flight departments in ND should investigate sleep deprivation as it impacts duties of their flight crews.



**Next Generation Justified:** Testifying before a Senate aviation subcommittee, Federal Aviation Administration Chief Randy Babbitt said the multi-billion-dollar modernization project – dubbed NextGen – would save travelers time, and carriers could “save a billion gallons of fuel a year.”

NextGen, which will use Global Positioning System satellites for navigation, would permit reduced in-flight distances between aircraft and more efficient use of runways. Mr. Babbitt's comments were the most specific he has made to Congress so far about the benefits of a rapid deployment of NextGen. ND has two ADS-B receivers at Devils Lakes and Grand Forks. Future plans will be designed to have at least 8 sites to provide this service statewide.



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# SEARCH AND RESCUE, THE JOY OF HELPING, THE AGONY OF LOSS

*By Darrel Pittman, Past Chairman*



It was my first day back at work from vacation. I was staring at the pile of mail on my desk and wondering where to start with this mess. The ringing phone brought me back to realization. I picked it up and answered with my usual CAP greeting. The familiar voice on the other end said this is the Duty Officer at State Radio we have a request from the County Sheriff in Dickinson (DIK) for some CAP assistance. After coordinating with the Air Force Rescue Coordination Center (AFRCC) to confirm the details and obtain a mission number, I started setting the stage for an all-out Search and Rescue (SAR) mission.

As it turned out, the plea was for help from the DIK sheriff's office to help with the search for the three DIK state university girls. Within an hour, we had two airplanes in the air conducting a search as we are trained to do. As we all know by now, the search ended in a tragic loss of the three girls.

Some significant things came about from that search effort. First, it was good we (the CAP) were called in. The CAP is fully trained in SAR. It's important to know that, safety is paramount. If others are involved, they need to be willing participants and search by the given techniques we train to.

The CAP has been designated by the North Dakota Department of Emergency Services (NDDDES) as the prime lead on all State airborne SAR events.

November was a busy month. The ND Wing was called in to assist the MN Wing in a SAR effort for a missing pilot. He left an airport in the Minneapolis area to northwestern MN. Again as we now know, that outcome ended in a tragic loss as well.

## SAFETY FIRST

As an Air Force and FAA air traffic controller, I've seen and read about many aircraft incident/accidents. Most of them could have been avoided by using the good judgmental attitude of SAFETY FIRST. As a CAP and FAA Safety Officer, I'm very involved with that aspect. I know the new young pilots get tired of hearing me preach safety. Hopefully, I've kept some of them from doing something bad.

## ATC STARTED WITH A MIDAIR

I'm old enough (stop grinning Fred) to remember that terrible midair over the Grand Canyon in 1956. I was just 21 years old and only in the Air Force for about a year. That accident spearheaded the need for the air traffic control system as we know it today. Over the years, many great innovations and improvements have come about. I knew then where my career was headed. At one time, I had a good opportunity to become a corporate pilot. I turned it down because I loved being an air traffic controller. I still miss it a lot, if a situation was to happen like the 1981 strike, I would be first in line to help.

## SYMPOSIUM

Your Aviation Council has planned a great event for this coming year. The event will be in Fargo at the Holiday Inn. Dates are March 7-9, 2010. We have an outstanding guest banquet speaker, so file your flight plan and make your reservations now. See ya there!

## CLEARED FOR TAKEOFF, DARREL

# NDBAA

## BUSINESS AVIATION SOCIAL WELL-ATTENDED

*By Jon Simmers*

As the NDAA transitions toward establishing their identity as the NDBAA, now is the optimal time to share the good news about what the NDBAA can do for Business Aviation users. On Wednesday, December 16th, Fargo Jet Center hosted an NDBAA social on the east side of the state. The social allowed for informal networking opportunities between organizations that use aviation to advance their business opportunities.

In addition to the social networking aspect of the evening, NDBAA representatives led a discussion that dove in to the history of the aviation council along with the new identity that the NDBAA has established. The 20 people in attendance at the social are an ideal cross section of the different types of businesses that utilize aviation as a business tool. The event included representation from aviation equipment providers, medical, small business, construction, large corporate flight departments and three separate FBOs.

The evening was highlighted by a testimonial provided by one of the small business owner/operator pilots that attended the group. The operator shared how becoming a pilot and purchasing their single engine piston aircraft has been beneficial to their organization in several ways. They included how owning and operating their own aircraft has allowed them to schedule time at each of their satellite locations on a regular basis. By having daily access to their regional locations, they have recognized significant efficiencies with their corporation. In addition, the operator shared how they enjoy the personal relaxation of flying and how they have improved their work life balance by being home with their family almost every night.

We would like to thank the Fargo Jet Center for their generosity in hosting this social and for their support of the NDBAA mission!

If you are interested in attending the next NDBAA social held in January in the western portion of the state, please contact Jon Simmers at [jons@bismarckaero.com](mailto:jons@bismarckaero.com) or Fred Adams at [fadams@bepec.com](mailto:fadams@bepec.com).

## WINTER OPERATIONS – BRAKING ACTION REPORTS

By Fred Adams, CAM  
NDA Council Representative

“Major change that required 14 CFR Part 139 Airport Operators to initiate runway closures under certain circumstances.” Airports with commercial airline service...

Now that is a mouthful for an opening line. I attended the Bismarck Airport winter operations meeting last month. During the meeting it was brought to our attention that under certain circumstances, a runway will be closed. Let me give you the FAA version from the Advisory Circular:

1. A NIL pilot braking action report (PIREP), or NIL braking action assessment by the airport operator requires the runway to be closed before the next flight operation. The runway must remain closed until the airport operator is satisfied that the NIL condition no longer exists.

2. When previous PIREP's have indicated GOOD or MEDIUM (FAIR) braking action, two consecutive POOR PIREP's should be taken as evidence that surface conditions may be deteriorating and require the airport operator to conduct a runway assessment. If the airport operator has not already instituted its continuous monitoring procedures, this assessment must occur before the next operation. If the airport operator is already continuously monitoring runway conditions, this assessment must occur as soon as traffic volume allows, in accordance with the airports snow and ice control plan.

3. The airport operator must take all reasonable steps using all available equipment and materials that are appropriate for the condition to improve the braking action. If the runway cannot be improved, the airport operator must continuously monitor the runway to ensure braking action does not become NIL.

4. Airport operators with an Air Traffic Control Tower (ATCT) should formalize a Letter of Agreement (LOA) between the airport operator and ATCT. At a minimum, the LOA should specify how all pilot braking action reports (PIREP's) of "POOR" and "NIL" are to be immediately transmitted to the airport operator for action. It should also include an agreement on actions by Air Traffic personnel for immediate cessation of operations upon receipt of a "NIL" PIREP. Should an airport have other parties responsible for receiving PIREP's (i.e. FBOs monitoring Unicom Frequency), the airport operator should also have a formalized LOA in place between those respective parties similar to the LOA between ATCT and the Airport.

5. Upon the publication date of the Advisory Circular, all 14 CFR Part 139 Airport operations are immediately required to follow the requirements of paragraph 5-6 (Requirements for Runway Closures) and paragraph 5-7 (Continuous Monitoring Procedures). Additionally, 14 CFR Part 139 Airport Operators must submit a revised Snow and Ice Control Plan (SICP) to the FAA no later than April 30, 2009 for approval.

Suggested ACM template language:

The runway will be closed for operations when the following occurs:

- Accumulations exceed ½" of Slush or 2" of Dry Snow (or other accumulation amounts as required by aircraft utilizing airport).

- Any PIREP that reports a NIL braking Action in addition, any (2) consecutive PIREP's when braking actions are reported as POOR, the airport will reassess the runway and take the appropriate action to improve the runway conditions.

- The airport will continuously monitor the airfield for changing conditions during Snow Events and take the appropriate actions as needed.

- ATCT (if applicable) will immediately relay all PIREP's to the airports as per the Letter of Agreement. Copy enclosed.

6. "FAA Flight Standards Service has determined that operations on runways reported as having NIL braking are inherently unsafe." This position applies to all traffic including General Aviation.

7. Reference Chapter 5, para 5-1 b. Providing information to pilots- "...Additionally, note the USS movement to the use of the ICAO term 'medium' instead of the term fair." Until the transformation to ICAO terminology is complete, this AC will express the term as "medium (fair)."

Hope you all liked that clear explanation. Now for operations at KMSP (Minneapolis International) where almost all operations are Part 121 airlines, the majority of braking action reports should be similar as the operating experience of the pilots is near the same "everyone of them has operated on a taxiway or runway where only hockey players would be happy".

Now, let's have a pilot who has operated in the deep south, a new pilot, an old pilot who normally will only fly on a nice day, and put them on a runway that has some contamination on it (snow, water, slush) and they might not have ever experience this. What is their braking action report compared to a business aviation pilot, an FAR Part 135 air taxi pilot, or seasoned general aviation pilot? My guess might be the first pilot reports something worse than the second group, even maybe "NIL" while others of us might report fair or poor. Was the contamination a finger drift and was it soft or hard, hard-packed snow, standing water or what? If we went to an art gallery or clothing store – your values and tastes are most likely different than mine, but who is correct?

So now the next pilot turns final to hear the pilot who just landed report, \_\_\_ Tower N12345 reports the braking action as NIL on RWY \_\_\_. So, did you add extra fuel to take care of this? If the wind is strong, do you want to chance a cross wind landing? If the ATC tower is closed, what happens now? Does the airport provide 24 hour continuous monitoring and removal?

I hear rumors that a non-Part 139 airport with a FAA ATCT may be going to the same procedures? By regulations, or safety, or what? If the next airplane to land is an Air Ambulance flight, what does a requirement to close the active runway do to them?

Did safety get better or not? Is the cross wind runway adequate in length, have an instrument approach to it, has there been a braking action report on it?

Continued on page 9



Now there are ground braking systems available and being used. Why are those not being used instead of pilot qualitative assessments (with varying experience). Set a threshold of \_\_ as a "NIL" equivalent and between two values as POOR and so on. On many runways that have an ILS approach there are transmitters that give visibility values "RVR" so let's get on with it and use technology when it is available.

I checked with another Aviation Council member who is an airport manager at a non-139 air carrier airport, and he indicated no change in the operations at that airport. I look back at #6 on the FAA list above, is the FAA suggesting that "including General Aviation" operations do not have safety as their first concern? At medium and smaller Part 139 airports, this change may have an impact some day on your flight.

So many variables and questions with this, is the NDAA or me suggesting, do not report the runway as NIL? Safety is always every aviator's main concern (or should be) and I might suggest getting some instruction if the weather condition on the airport is poor, so you can learn how to operate when the surface conditions are not dry or maybe just stay on the ground. Report the conditions to the best of your knowledge and understand what your PIREP does.

So, let us enjoy Winter and all the good things it brings, but most certainly "Fly Safe" and enjoy your trip. Almost forgot, the registration for the Upper Midwest Aviation Symposium is in this issue, come join us in Fargo, March 7-9, 2010.

## AAND

By AAND President Tim Thorsen

AAND is an organization of North Dakota's airports. We exist to promote airports and aviation in North Dakota. This article will describe AAND's recent efforts to influence regulation and legislation in support of North Dakota's airports and will discuss a recent change in winter operations requirements which will impact users of commercial airports nationwide.

AAND recently submitted letters and comment documents to influence funding legislation and regulation. We sent letters to Senator Conrad and Senator Dorgan requesting approval of legislation funding Airport Improvement Program (AIP) grants. These grants impact North Dakotas eight commercial service and 46 General Aviation airports in the National Plan of Integrated Airport Systems (NPIAS). The letters pointed out the importance of early funding so that ND Airports can complete and bid project plans and not miss the summer construction season for want of late grant funding. Responses received from both Senators said they were sensitive to funding issues and described efforts to move legislation forward to fund the AIP program as soon as possible. Senator Dorgan also related that reauthorization bill S. 1451 passed by the Commerce Committee did not include Aircraft Rescue and Fire Fighting (ARFF) changes proposed by the International Association of Fire Fighters (IAFF). The IAFF proposal would have dramatically increased staffing, training infrastructure and equipment requirements at

airports at all sizes without demonstrating a clear safety benefit. The IAFF proposal was opposed by AAND and Airports nationwide.

AAND submitted input to proposed EPA regulations related to airport deicing. If the proposed rule does not substantially change during the comment period ND Airports are not likely to be impacted. Airports with 1,000 or greater commercial aircraft departures would be required to certify they do not use urea to deice runways. As written a requirement to capture glycol will not apply to any ND airports. Regulation of deicing on airports will likely remain with the State of North Dakota Health Department using their current storm water permit process.

In my last quarter message I reminded Airports to take a look at your snow removal equipment and review procedures in Snow and Ice Control plans because winter was "just around the corner". Well it is here now and I want to briefly describe one change made to Commercial Airport Snow and Ice control plans by a recent change in Advisory Circular 150/5200-30C, Airport Winter Safety and Operations. The change is of special interest to pilots.

Pilots using a commercial airport need to be aware that Commercial Airports must now stop operations on a runway before the next operation if a PIREP of "NIL" braking is reported for that runway. The runway will remain unavailable for use until the airport checks the runway and reports it is safe for continued use. Additionally, if a commercial airport is not already continuously monitoring conditions, receipt of two PIREP's of "POOR" will also cause the Airport to stop operations on that runway until a runway check is completed and the runway is reported safe for continued use. Both of these situations create the possibility that an aircraft inbound to land may not be allowed to land until a check is done. Airports will move to inspect the runway as soon as safely possible but a delay of 10 to 15 minutes may be typical. Even at airports with persons on duty 24-hours a day, a delay may be unavoidable. Operations person must be notified, drive to the runway end, conduct the check throughout the entire length of the runway (typically nine stops) then report the result to ATCT. If safe, operations would continue. If not safe, the airport would close the runway until actions are taken to make it safe for operations. Pilots need to be aware the mere utterance of the word "NIL" in a PIREP will cause operations to that runway to cease until a runway check is done. If you utter the word "NIL," you are saying the runway is unsafe to use.

If you want to know more about this requirement ask a commercial airport manager or read Advisory Circular (AC) 150/5200-30C, Airport Winter Safety and Operations. The AC can be found by searching on Google or another search engine.

Lastly, AAND's Executive Committee and Regional representatives met in late October to consider topics for AAND's presentations for the March 2010 UMAS at the Holiday Inn in Fargo. We think we have come up with a solid program all can look forward to. Please put this event on your schedule and plan to attend.

# NDPAMA

*By Lloyd Ouellette, President*

A new year, besides the start of a new decade, is here. It's time to start planning to make the journey for the 2010 Aviation Symposium. We have a great lineup for IA Renewal speakers as of today, pending any last minute changes: Standard Aero, Lycoming Engine, Champion Aerospace, Cessna, Tempest, Diagnostic Solution Int., Aerospace Welding, and Garmin, along with the FAA FSDO and FAASTeam.

We also need to remember that if you have a person that you would like to nominate for the Gordon W. Person Scholarship, the deadline for that is January 31, 2010.

There is also the Mechanic of the Year award. Please get your forms so you may submit your top technician.

We are looking forward to seeing and spending some time with all the vendors in the Exhibit Hall at the Holiday Inn, Fargo. March 7th, 8th and 9th will be approaching fast. Hope to see everyone back this year!

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## BIRDS, BIRDS, BIRDS...WHAT DO WE DO?

*By Barbara Howard, General Manager of Flock Buster*

This article may be considered by some, an advertisement, it may well be just that; however, we at Flock Buster consider the experiments which were conducted this last summer in North Dakota and Kansas were well worth the effort to help make the aviation industry safer and it is vital we share the data we've gathered.

The efforts started about 24 hours after the "Hudson River" event. The product "Flock Buster" has been on the agricultural market for 2 years in the Upper Midwest, focusing mainly in North Dakota. "Flock Buster" has a primary function to move Blackbirds, Starlings as well as other bird species out of farmers' fields. It works...we have many return grower and aerial applicator customers that have proven its effectiveness (see testimonials, label and MSDS at [www.flockbuster.com](http://www.flockbuster.com)). The product is an eco-friendly concentrate with no restrictions on application and is EPA FIFRA 25B registered.

Flock Buster has been used on golf courses to deter geese from feeding on the greens. Thus we thought; "Would there be an application to airports and the bird problems in and around the airport facilities?" We carefully considered the best way to conduct testing in airport and aviation in general. The best way seemed to be with hands-on work at an airport with severe bird problems. This would set the best methodology to test Flock Buster. We also needed a person who would have the connections, knowledge, and passion to make this effort complete and this individual could conduct analyses to determine whether the Flock Buster product was effective. Our company contacted Gary Ness of Bismarck who has extensive experience in

aerial application, chemical application experience, and an extensive aviation background. Conversations ensued about direction, feasibility and methodology to produce accurate documentation and results. After consultation with Federal Aviation Administration (FAA), ND Aeronautics Commission, USDA and National Sunflower Council, along with conversations with airport engineers in the state, Mr. Ness took on the task of testing the product in the airport operations arena. After reviewing airports in the state, Devils Lake Regional Airport (KDVL) and Manager, John Nord, were invited to participate, along with their engineering firm, Kadrmas Lee and Jackson (KLJ). This partnership proved to be very cooperative as this problem has so many ramifications related to.... SAFETY of FLIGHT.

There were three problems at KDVL. First and second were Seagulls and Geese. Both are formidable adversaries in the spring during nesting time. The natural protective parental instincts are a controlling variable when attempting to move fowl from the runway's approach zone. The third problem is water. There is no airport in the upper Midwest that has more H<sub>2</sub>O to deal with than KDVL.

Flock Buster had a good, bad and ugly summer during the project. To start with, we found that you can't get nested Seagulls to move....failure, "the ugly." The weather was not cooperative with certain efforts as we went through a very rainy period, unpredictable, "the bad." However, Flock Buster did move adult geese with young ones (young birds were "walked" out by the adult birds as they were unable to fly at this young age) from the runway's approach zone, "the good."

After three months of coordination with the Devils Lake Regional Airport management, a very cooperative maintenance staff and KLJ, Flock Buster made a significant difference in the waterfowl environment around the airport. The numbers were driven down and the birds did not relocate with alarming numbers in the area most critical to an airport: its Runway Approach Zone. It is important to note that Flock Buster is not the total answer to the FOWL problem, but it is an important tool in the toolbox of airport wildlife control.

We were not able to have a complete seasonal record on this process in 2009 due to weather and other conditions. Flock Buster will be returning to KDVL in the spring of 2010 to apply and conduct further testing and completely discourage spring nesting in the Runway Approach Zones.

In addition to successful agriculture and airport use of Flock Buster, we have also produced some very good results at America Crystal Sugar in Moorhead, MN, with goose control around the water holding ponds and the adjoining farmland. Flock Buster was also tested and deemed a success in many large military hangars to control bird populations in the rafters. This evaluation was conducted at McConnell AFB, Wichita, Kansas (KIAB). We continue follow-up with the Air Force to work toward a viable solution.

A more detailed report and educational sessions will be available, as well as demonstrations of the product in action at the Tri-State Aerial Applicators Convention, February 23, 24 and 25, 2010 and the Upper Midwest Aviation Symposium, March 7, 8 and 9, 2010. Both events will be held in Fargo, ND.



## JULIE CLARK (Continued on Page 1)

Honored annually since 2006 by Airport Journals and the Kiddie Hawk Air Academy, as one of the Top 40 "Living Legends in Aviation", with the likes of Bob Hoover, Gene Cernan, Chuck Yeager, Morgan Freeman and Harrison Ford, Julie will again be honored for her achievements for 2010.

Julie's honors include the prestigious Art Scholl Memorial Showmanship award; The Ninety-Nines "Woman Pilot of the Year" award; the Bill Barber Award for Showmanship; "Woman of the Year" by Senate District 1, California Senate; the Paul Tissandier Diploma; and the Katharine and Marjorie Stinson Award; as well as, many others.

Restoration fans will appreciate that Julie bought her Beechcraft T-34 in 1977, "sight unseen" at a government surplus auction, in Anchorage, Alaska, for \$18,000. She flew the airplane, dubbed Free Spirit, 2,900 miles to her home in California. Julie personally and painstakingly restored her aluminum airplane, hand polishing inside and out. "Over the next four years, I spent many long hours bringing the airplane back to mint condition" said Clark, "and it requires daily maintenance to keep it that way." Beginning with her creative version of the "Air Force One" paint scheme, the aircraft constantly requires upgrading and modification. The CHEVRON MENTOR T-34 is powered by an Eagle Engine's, Stratos Plus Series Engine, producing approximately 300 hp, coupled to a Hartzell™ three-bladed Designer\*Prop™ by American Propeller. Eagle Engine and American Propeller are of Redding, California.

There was never a doubt that Julie Clark was born to fly. "While most 8-year-old girls were playing with dolls," explained Julie, "I was building models of airplanes and reading all I could about flying." Adding fuel to the fire that committed Julie to aviation was her father, Ernie Clark,

a commercial airline pilot for Pacific Airlines. "My dad got me interested in flying," recalled Julie, with a smile. "I got really excited when he would take me along on airline flights in the DC-3 or F-27. Dad would put me into the baggage compartment and then, from inside the airplane, he opened the baggage bin and snuck me into the cockpit. I had to beg and plead, but I thought that was the greatest thing, when I could go fly with my dad".

Ironically, it was her father's fate that had a more profound effect on Clark. Ernie Clark flew in the '60s when cockpits were left unlocked in flight. In 1964, while Captain Clark was filling in for a pilot who had called in sick and was en route from Nevada to Oakland, a passenger entered the unlocked cockpit with a gun and killed Captain Clark and his first officer. The airplane went down, killing all on board. "That incident," Julie explained, "brought about the law requiring cockpit doors to remain locked during commercial flights and is named for Clark."

It was a difficult time for Julie; but, her goal never changed. In fact, she became even more determined. In 1967, Julie spent her college book money on flying lessons. After college, years of working two and three jobs and taking virtually any flying job to build time and higher ratings, Julie's major break came in 1976 when Golden West Airlines, a West Coast commuter airline, hired her to fly DeHavilland Twin Otters. The first, and only, woman ever to fly for Golden West, Julie flew mail at night and passengers 'til noon, in her continuing effort to build time. In 1977, when Hughes Airwest (formerly Pacific Airlines) hired Julie, she became one of the first women to fly for a major airline and it started what has become a storybook career. Hughes Airwest became Republic Airlines and is now Northwest Airlines. Julie became a Captain for Northwest Airlines in 1984. After a long and enjoyable career with the airlines, Julie retired from Northwest Airlines in 2003.



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## Sunday, March 7, 2010

## Upper Midwest Aviation Symposium – March 7-9, 2010

TIME	ND AERO BOARD / EXECUTIVE ROOM	NDPA/NDEAA FRONTIER ROOM	NDPAMA CONFERENCE/DIRECTORS	NDA PRAIRIE ROOM
11:00 am to 12:00 pm	Registration - Noon - 5:00 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 - 3:45 pm	Icing NASA Videos	Rusty Keagle Rapco Fleet Support	1:00 - NDA Program 1:30 - WAAS Approaches Mark Scheele, Basin Electric Garmin 696 demo Bob Simmers, Bismarck Aero Center 2:00 - "What Were They Thinking About?" Dr. Warren Jensen, MD Professor, UND Aerospace 3:00 - Bird Control Always Important Gary R. Ness, Flockbuster 3:30 - Educating the Public about GA in a Soft Economy Kristi Ivey, NW Regional Rep. NBAA Travis Kurtz, VP Advertising Marketing Firm 4:30 - State of the Industry Kristi Ivey, NBAA
2:30 pm to 3:20 pm		Auto Pilots WSK Paul Hanson, NDPA	Eng. Training Pt. 6 Mike Woodward Standard Aero	
3:30 pm to 4:20 pm		FAA Forms Legal Ramifications Joe Vacek, Attorney, UND	Lubricants Greg Cross, Cross Petroleum	
ICE BREAKER: FARGO AIR MUSEUM 5:00 pm to 8:00 pm				

**REGISTRATION**  
Press Room  
12:00 pm - 5:00 pm

**ND AVIATION  
COUNCIL MTG.**

**EXHIBITORS' SETUP**  
Great Hall  
12:00 noon - 5:00 pm

**ICE BREAKER**  
Fargo Air Museum  
5:00 pm - 8:00 pm

## Monday, March 8, 2010

## Upper Midwest Aviation Symposium – March 7-9, 2010

TIME	AAND	NDPA/NDEAA	NDPAMA	NDA& & FAASTEAM
	BOARD / EXECUTIVE ROOM	FRONTIER ROOM	CONFERENCE/DIRECTORS	PRAIRIE ROOM
7:00 am to 7:15 am	Continental Breakfast			
8:00 am to 8:50 am	8:00 Start AAND Program Highlights <i>Tim Thorsen, President</i>	8:00 Start EAPIS Border Crossing Procedures	8:00 Start Slick Mag <i>Joe Logie, Champion Aerospace</i>	
	Listening Session with <i>Senator Byron Dorgan</i>			
9:00 am to 9:50 am	Listening Session with <i>Senator Byron Dorgan</i>	TAF How They are Made <i>Dan Riddle NOAA NWS - GF</i>	Fargo FSDO	
	State Aeronautics Programs <i>Larry Taborsky, Mark Holzer Brad Fields, ND Aeronautics Comm.</i>			
10:00 am to 10:50 am	State Aeronautics Programs <i>Larry Taborsky, Mark Holzer Brad Fields, ND Aeronautics Comm.</i>	Regulation Refresher Instrument Flight <i>Tina Anderson, UND NOAA Leslie Martin, UND- GF UND Aerospace</i>	Fargo FSDO	
	Pavement Conditions in ND <i>Steve Synhorst, KLJ</i>			
11:00 am to 11:50 am	Asphalt Seal Process <i>Tom Underdahl - ART</i>	UAS - ADS-B and You In the same Airspace <i>Jeff Kapperman UND Col. Rick Gibney, NDANG</i>	FAAsteam	
	State Specs for Aiports <i>Jon Scraper, Ulteig Eng.</i>			
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	ND Airport Rates / Charges <i>Kim Kenville, Kenville Consulting</i>	Accident Investigations <i>Dana Siewert UND Aerospace</i>	FAAsteam	FAAsteam CFI Workshop  Module 6
	Storm Water <i>Dallas Grossman, ND Dept. Health Nick Gludt, Moore Eng.</i>			
2:30 pm to 3:20 pm	Planning Airport Expansion <i>Steve Aldinger, Interstate Eng.</i>	Weather Review <i>Peter Regres NOAA NWS Grand Forks</i>	Line Maintenance Overview (Part 1) <i>CESSNA G1000 Berry Wells, Cesna</i>	Lesson 11 Take Offs & Landings  Lesson 12 Aircraft Operational Limitations <i>Al Skramstad Instructor</i>
	Disaster Planning <i>Sean Johnson, Dept. of Emergency Management</i>			
3:30 pm to 4:20 pm	Obstruction Marking / Lighting <i>Lou Dirkes, Halibrite</i>	ADS-B Update <i>Leslie Martin, UND Peter Schumacker, UND UND Aerospace</i>	Line Maintenance Overview (Part 2) <i>CESSNA G1000 Berry Wells, Cesna</i>	
	Flight Service <i>Joe Morgan, Lockheed Martin, AFSS</i>			
4:30 pm	AWOS Connections to Web <i>Barbara Bacca, AWI</i>			NDA& Annual Business Meeting
EXHIBITORS' NIGHT — Great Room — 6:15 pm - 9:30 pm EXHIBIT HALL — Open to Public — 7:30pm - 9:30pm				

**CONTINENTAL  
BREAKFAST**  
7:00 am

**REGISTRATION**  
Press Room  
8:00 am - 5:00 pm

**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 9, 2010****Upper Midwest Aviation Symposium – March 7-9, 2010**

TIME	AAND	NDPA/NDEAA	NDPAMA
	BOARD / EXECUTIVE ROOM	FRONTIER	CONFERENCE/DIRECTORS
7:00 am to 7:15 am	<b>Continental Breakfast</b>		
8:00 am to 8:50 am	<b>8:00 Start</b> <b>Welcome Duggy To Your Airport</b> <i>Bob Odegaard, Kindred</i>	<b>8:00 Start</b> <b>Aviation Hot Topics</b> <i>Bill Hamilton, AOPA</i>	<b>8:00 Start</b> <b>Carb/pneum</b> <i>Vince Bechtel, Tempest</i>
9:00 am to 9:50 am	<b>FAA Airport Grants</b> <i>Steve Obenauer, FAA</i> <i>Brian Schuck, FAA</i>	<i>Henry Ogrodzinski,</i> <i>President NASAO</i>	<b>Prop Balancing</b> <i>Jim Ramsey,</i> <i>Diagnost Solution Int.</i>
10:00 am to 10:50 am	<b>AAND Business Meeting</b> <i>Tim Thorsen, Pres. AAND</i>	<b>Regional Review</b> <i>Barry Cooper</i> <i>FAA Regional Director</i> <i>Great Lakes Region</i>	<b>Slick Mag</b> <i>Joe Lugie,</i> <i>Champion Aerospace</i>
11:00 am to 11:50 am	<b>Value Of Aviation In ND</b> <i>TBA</i>	<i>Julie Clark,</i> <i>Retired Northwest</i> <i>Airline Captain</i>	<b>Aerospace Welding</b> <i>Steve Hunter</i>

**CONTINENTAL  
BREAKFAST**  
7:00 am**EXHIBIT AREA OPEN**  
Great Hall  
10:30 am - 2:30 pm**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**

TIME	AAND	AAND	NDPA/NDEAA	NDPAMA
	EXECUTIVE ROOM	BOARD ROOM	FRONTIER ROOM	CONFERENCE/DIRECTORS
1:30 pm to 2:20 pm	<b>Air Carrier Airport Roundtable</b> <i>Steve Johnson,</i> <i>Airport Manager Emeritus</i> <i>Tim Thorsen, AAND President</i>	<b>General Aviation Airports Roundtable</b> <i>Larry Mueller, Hillsboro</i> <i>Erling Rolfson, New Rockford</i>	<b>ATC Roundtable</b> <i>FAA Tower Chiefs</i>	<b>Care and Feeding of the G1000</b> <i>Mike Berryhil,</i> <i>Garmin</i>
2:30 pm to 3:20 pm	<b>Air Service Issues</b> <i>Dave Dague, SH-E</i>	<b>USDA Rural Airport Grants</b> <i>Sterling Breuer - USDA</i>	<b>NDPA ANNUAL MEETING</b>	<b>NDPAMA ANNUAL MEETING</b>
	<b>Air Cargo Trends</b> <i>Denver Tolliver, UGPTI</i>	<b>GA Accidents</b> <i>Dave Slaybaugh, FSDO</i>		
3:30 pm to 4:20 pm	<b>Airport Marketing</b> <i>Tara Olson, Flint Communications</i>	<b>GA Security Program</b> <i>Paul Missel, TSA</i>		
	<b>Airport Internship Roundtable</b> <i>Kim Kenville, UND</i>	<b>Bird Control Always Important</b> <i>Gary Ness, Flockbuster</i>		

**EXHIBIT HALL  
CLOSES**  
2:30 pm**ND AVIATION  
COUNCIL MTG.**  
4:30 pm**REGISTRATION FOR  
BANQUET**  
6:00 pm - 7:00 pm**SOCIAL HOUR**  
6:00 pm**BANQUET**  
7:00 pm**ND AVIATION COUNCIL ORGANIZATIONAL MTG.**  
**4:30 pm - 5:15 pm - Frontier Room****AWARDS AND ND AVIATION HALL OF FAME SOCIAL AND BANQUET**  
**Social Hour - 6:00 pm - Banquet - 7:00 pm - The Great Hall**

# ATTEND THE ICE BREAKER

## SUNDAY, MARCH 7, 2010 ★ ★ ★

### 5:00-8:00 PM PIZZA AND BEER

# FARGO AIR MUSEUM

## WHAT DOES KNOWN ICING REALLY MEAN?

It's no secret to North Dakota pilots that upper Midwest winters can be very conducive to icing conditions. And as I hear every year, there is always discussion among pilots as to what the term "known icing" means. Unfortunately, some pilots have a lack of understanding of the term. Many cite the phrase as vague and undefined. If you have doubts about the definition or meaning, perhaps this may help? A NTSB Law Judge has defined the phrase "known icing" to include predicted, or forecast weather.

**NTSB Quote:** *"We do not construe the adjective 'known' to mean there must be a near-certainty that icing will occur, such as might be established by pilot reports ... rather, we take the entire phrase to mean that icing conditions are being reported OR forecast in reports which are known to a pilot or, of which they should be reasonably aware."*

Some pilots say, "If I observed the known icing limitation the way the NTSB or FAA defines it, most of the fall, winter, and spring flights in North Dakota would never happen." Nevertheless, this NTSB quotation continues to be used by the FAA in alleging that an operation was careless or reckless and in violation of federal aviation regulations. So, as you develop a go/no decision, ask yourself, "Am I making a prudent decision relative to icing?" Icing, when it does occur, is a definite hazard! Rather than guessing that it won't occur, or that nothing will happen, doesn't a smart, prudent pilot try to eliminate or reduce the hazards associated with flying thru good pre-flight aeronautical decision-making (ADM)?

However, in the event you choose not to be a prudent pilot, remember this while you're watching the ice form on your wings. Tail surfaces tend to have airfoil sections that are much thinner than wings and, thus, collect ice at a much faster rate. The aerodynamic characteristics of the tail degrade sooner than the wing. While you are watching the leading edge of the wing for signs of icing, the tail is already icing over and losing effectiveness. If you see or suspect icing on your aircraft, the performance information in the aircraft pilot operating handbook may be of little value. During the approach and landing phase after any inadvertent ice encounter consider not using any, or reduced flaps settings since you already have plenty of drag (ice). You do not need the extra drag of full landing flaps. What you will need is a higher landing speed and a long runway. Leave the flaps retracted so you won't compound the problems with a tail stall. Remember, as the wing angle of attack decreases during your descent for landing, the angle of attack of your tail is increasing. The results ... a potential tail stall if the tail plane is iced over. Do you know how to differentiate between a wing stall and a tail stall? Do you know the recovery procedure for a tail stall? If not, you could be seconds from disaster!

What would you do if your fuel vent(s) iced over? Or your air intake? Hopefully you'll never have an accident. If you do, remember, your actions are subject to great

scrutiny. The NTSB judge will be told by the FAA why your actions flying in icing conditions were poor ADM and violations of FAR's, the FAA Approved Flight Manual, or both. The weather data will be presented; reports, forecast and what you should have observed prior to takeoff will all be judged.

So, what does the phrase "known icing" mean to a pilot? First, the pilot is responsible for information regarding icing conditions that he/she actually knows of—such as outside temperature, visible moisture (clouds), and information regarding icing conditions the pilot reasonable should have known—such as available weather reports. Second, information on icing conditions includes both reported and forecast data. It is not invalidated by the absence of confirming pilot reports, nor by a pilot report that indicates a particular altitude or flight-track was free of icing as they flew their aircraft through it.

Finally, if you think that flying into icing conditions provides "good experience," would you ever suggest landing as close as possible behind an Airbus to gain experience with wake turbulence? Certainly not! Treat icing conditions the same way.

Author Dana D. Siewert is an Airline Transport pilot with 11,000 hours of flight time. He's the Director of Aviation Safety at the University of North Dakota, a FAA Designated Pilot Examiner and FAAST Team Lead Representative.


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## BISMARCK AIRPORT RECEIVES REGIONAL SAFETY AWARD

Bismarck Airport is thrilled to announce it has been awarded the 2009 Federal Aviation Administration (FAA), Great Lakes Region, Airport Safety Award for making notable contributions to airport safety. The initiatives undertaken enhance the safety for all users of the airport; from General Aviation to commercial service.

Improvements cited include: creating a 24-hour Airport Operations Department to oversee Part 139 compliance, a new service road around the north end of the airport to reduce potential runway incursions, ATC line of sight improvements which included relocating an aircraft hangar and realigning taxiway C as well as actively engaging in wildlife hazard management techniques with the USDA.

Bismarck Airport's accomplishments also acknowledged the fact that the Airport received national recognition for the Snow and Ice Control Plan through the Balchen/Post Award, receiving an "Honorable Mention" in the non-hub airport category. The FAA certification division commended the Airport for achieving three consecutive years of Part 139 inspections without any discrepancies.

The award was presented by Ignacio Flores, Manager of the Safety Standards Branch of the FAA on November 5th during the 25th annual Great Lakes Region Airport Conference held in Chicago, IL. "This award is a direct reflection of Airport Staff's dedication to maintain a safe and efficient operation at the Bismarck Airport," said Greg Haug, Airport Manager. "Safety is our number one priority and it feels wonderful to see the Staff be recognized for the improvements they have made over the last several years."

Ninety-five commercial airports in the Great Lakes Region are eligible to receive this award. Airports are selected by the Regional certification and safety inspectors who recognize outstanding achievements for specific activities or unique accomplishments to enhance airport safety. The Great Lakes Region encompasses the states of Illinois, Indiana, Michigan, Minnesota, North Dakota, South Dakota, Ohio, and Wisconsin.



L to R: Ignacio Flores, Manager Safety Standards Branch, Greg Haug, Bismarck Airport Manager, and Alberto Rodriguez, FAA Certification Inspector



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## In Memoriam

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

*Harris Lunneborg, Milnor  
Gerald Johnson, Kulm*

## LOCAL FBO IS RECOGNIZED



### ON THE BRINK OF THE BADLANDS, WESTERN EDGE AVIATION MAKES GOOD

DICKINSON, N.D. – Near the rugged North Dakota badlands, where wild horses and bison roam, and the oil drills churn down two miles before turning sideways and two miles more, Western Edge Aviation has become a destination for hunters of black gold and pheasant alike.

Big Gulfstream G-500s roar into the fixed base operator's Williston site, ServAir, ferrying oil patch roughnecks, engineers and executives to work in the Bakken formation, one of the country's largest deposits of oil. Meanwhile private jets and single-engine planes hauling hunters and vacation landowners roll into Dickinson Air Service, as the gateway to remote national parks, deep reservoirs and walleye pike-running rivers.

"Our two FBOs are right there in the middle of one of the biggest oil finds in the country," says Patrick Giese, Owner/President of Western Edge Aviation. "But when hunting season opens, the prime draw is pheasant hunting. At our Dickinson location, when October comes around it gets to where our ramp space is at a premium."

Only 131 miles apart, the differences between the Western Edge FBOs clientele are striking, considering both facilities sit on top of the Williston Basin, home to the Bakken formation and billions of barrels of oil. The U.S. Geological Survey has called the 200,000 square-mile formation the largest continuous oil accumulation it has ever assessed. And now a newly discovered oil field just below the Bakken, called the Three Forks-Sanish formation, is producing so much oil some analysts predict it may surpass the huge oil field directly above it.

But whether hunting for crude or wild game, Western Edge customers can expect the same thing, according to Giese.

"I don't take no for an answer," he says. "Our model is to do whatever it takes."

So when rental car companies balked at renting to hunters – complaining about some blood left behind on their vehicles – Western Edge bought a combination of SUVs and pickups to take care of their customers.

"We're a smaller place, but we do tiny little things customers might not see anyplace else," Giese says. "We pay attention to detail, we're real careful with

everything. I've been in Dickinson over 15 years and, knock on wood, we just don't damage anything."

Both FBOs are Phillips 66® Aviation dealers, served by fuel marketer CityServiceValcon, which keeps Avgas and Jet fuel pumps primed from the plains to the Pacific. Dickinson Air Service is located at Theodore Roosevelt Regional Airport (KDIK), while ServAir serves Sloulin Field International Airport in Williston (KISN).

"These are the premier FBOs in the area," explains Ed Croymans, General Aviation Sales for CityServiceValcon. "They've invested to meet the needs of corporate aviation and have expanded and remodeled both facilities. They have just a great group of employees who bend over backwards to help you." Western Edge employees can be rewarded if customers leave behind positive comments at the FBOs or on AirNav, an online aviation site. "When someone earns positive comments, I like to give them a bonus for their good work," explains Giese.

Quality equipment and fueling is another priority for Giese, who has installed two costly new fuel farms and replaced the fuel trucks. "I pride myself on our equipment," he says. Both Western Edge facilities also offer self-serve Avgas, an amenity Giese considers essential.

Giese is using the WingPoints® Reward Card to build customer loyalty and fuel volume. "We're seeing excitement about the program, it's kind of taking off," explains Giese. "Our numbers are going up. Where we'd sell 80 gallons for a corporate jet, we're now seeing that increase to 140 or 190 gallons a jet."

WingPoints rewards repeat purchases by giving points for refueling at participating Phillips 66 Aviation dealers. WingPoints can then be immediately redeemed for debit or gift cards online at [www.wingpoints.com](http://www.wingpoints.com).

Dickinson Air Service and ServAir offer the essential line-up of FBO services, including hangar rental, aircraft maintenance, rental, charter and flight instruction. But, Giese says, Western Aviation is bucking the downturn in both general aviation and oil drilling for two simple reasons: "We offer first-class customer service and fair fuel prices," explains Giese.

These days, newcomers are starting to buy up land in the area, letting the grass grow for hunting. Giese hopes that when these vacationers jet in, his FBOs' commitment to "the little things" is as refreshing as the brisk Canadian winds that bellow across the North Dakota plains. Like the purple Wild Prairie Rose that thrives in the remote grasslands of nearby Theodore Roosevelt National Park, Western Edge Aviation is making some badlands look pretty good.

For more information, visit  
[www.westernedgeaviation.net](http://www.westernedgeaviation.net).

# AVIATION ENTERS A NEW DECADE

## UPPER MIDWEST AVIATION SYMPOSIUM

MARCH 7-9, 2010 • Holiday Inn, Fargo ND (701) 282-2700

(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 21, 2010)

### 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 ..... \$100.00 \_\_\_\_\_ \*(\$125 after March 3rd)

Spouse ..... \$35.00 \_\_\_\_\_

Awards/Hall of Fame Banquet ..... \$35.00 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) Allied Industry.....\$150.00 \_\_\_\_\_

Pilot/Associate Member .....\$50.00 \_\_\_\_\_

##### **NDAA — North Dakota Aviation Association (becoming NDBAA)**

Business Member (max up to 5 individuals) .....\$150.00 \_\_\_\_\_

Individual Member (Voting) .....\$40.00 \_\_\_\_\_

Associate Member (Non-voting) .....\$20.00 \_\_\_\_\_

**NDFF — 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: ND Aviation Council, Attn: Fred Adams, PO Box 1072, Bismarck, North Dakota 58502

**\* Do not mail registration form after March 3, 2010. You may fax to (701) 557-5145 \***

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

Mastercard/VISA (circle one) Name on Card \_\_\_\_\_

Card # \_\_\_\_\_ Expiration Date \_\_\_\_\_ Signature \_\_\_\_\_

**\*\*Registration Fee after March 3, 2010 is \$125.00.**



# FAASAFETY.GOV

*By Al Skramstad, FAASafety Team Lead Representative*

Do you hold an airman certificate? Do you hold an aviation maintenance technician certificate? Are you an aviation enthusiast? If so, you know that the aviation world has been undergoing significant change over the past few years.

On occasion I have had a chance to introduce my grandchildren to the world of aviation and have shared with them the technological advances that have taken place. They always stop me when we talk about PFDs and MFDs, stating, "papa" that doesn't look like the PFD (personal flotation device) we use when we go fishing!

**Welcome to FAASafety.gov!** FAASafety.gov is the FAA's new notification system that notifies you of upcoming events in your area electronically and to better serve the aviation community. In addition to event notification it allows you to track your activities in the new WINGS – Pilot Proficiency Program, allows access to the FAASafety Learning Center, Aviation Resources and the various Award Programs.

Registration is as easy as having an email address!

Please use this website to register for FAASafety.gov and start enjoying all the resources that are available at your fingertips.

[www.faasafety.gov/login/reg/Register.aspx](http://www.faasafety.gov/login/reg/Register.aspx)

## NORTH DAKOTA AERONAUTICS COMMISSION WELCOMES BRAD FIELDS



Brad has joined the Aeronautics Commission staff as Airport Planner. A native and high school graduate of Jamestown, Brad earned a Degree in Aviation Management from Minnesota State University. He later flew for 9 years with Great Lakes Airlines, working his way up to Chief Pilot. Brad is enjoying the variety and challenges of his new position, and is thrilled to be back in North Dakota.

When out of the office he enjoys working out and fishing.

**Welcome Brad!**

# REMINDER!

## Register Early for the Upper Midwest Aviation Symposium.

Registration form found on page 20  
Book your room before February 21, 2010  
to get the convention rate!

Holiday Inn, Fargo, ND (701) 285-2700



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## GROWING AVIATION WITHIN NORTH DAKOTA

Kim Kenville Consulting, operating with a grant from The North Dakota Aeronautics Commission (NDAC), is managing a program to attract enthusiastic high school teachers and their students to the aviation industry. This program's goal is to spark interest in general aviation (GA) with the state's youth, leading to future careers in GA flying, corporate aviation, aerial application, airport and fixed-based operation management.

This program is designed to choose four teachers from across the state each year. Benefits would include:

- The recipient would be enrolled in the University of North Dakota's Aerospace K-12 Professional Development for Educators (PDE) and receive 2 UND graded credits for 30 hours of classroom instruction for continuing education credits (CEUs).
  - ♦ Credit hours, housing and per diem would be included.
- Upon completion, the teacher would be teamed with their local airport/FBO or UND instructor for follow-on support in the development of course materials for their own curriculum.
- Funding for support, texts, and other teaching aids would be included.
- Upon completion of their first full academic year, the teacher would be awarded 10 flight hours at their local airport/Fixed base operator.
- Students from approved programs would be eligible to apply for an award to receive their private pilot's license (one per year).

Any North Dakota high school teacher who is interested in the program is eligible. The completed application would include a 1-2 page essay, describing the person's interest in the program and their vision for implementation in their local district/school. The applicant must also have their supervisor/principal acknowledge their application for this program via signature on the initial application.

For more information, please contact Kim Kenville at 218.779.9335 or [kimkenville@gmail.com](mailto:kimkenville@gmail.com) or Larry Taborsky, director of the North Dakota Aeronautics Commission 701.328.9650 or [ltaborsky@nd.gov](mailto:ltaborsky@nd.gov)

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### PROGRAM APPLICATION

(Cut and Mail)

Please fill out this application in its entirety. The selectees will be announced during the Annual Upper Midwest Aviation Symposium (UMAS) held during the second week of March each year. Upon completion of this application, please mail to Kim Kenville Consulting, 3818 Fairview Drive, Grand Forks, ND 58201, or email to [kimkenville@gmail.com](mailto:kimkenville@gmail.com). Applications must be received by February 20th for consideration.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ School \_\_\_\_\_

Subject Matter/Grade(s) Taught

\_\_\_\_\_

What is your experience with small airplanes?

\_\_\_\_\_

\_\_\_\_\_

Please include a 1-2 page essay on 1) how you believe this opportunity will benefit you and your students; 2) how you envision building this into your current curriculum; 3) any initial ideas for marketing this opportunity to the students in your district/school.

Applicant's Signature \_\_\_\_\_ date \_\_\_\_\_

Applicant's Supervisor \_\_\_\_\_ date \_\_\_\_\_

By signing this application, I acknowledge that the aforementioned has applied to this program, and may be chosen as a recipient of this award. The district I represent lends its support to this person.

## EPA GRANTS 60 DAY EXTENSION FOR COMMENTS ON DRIFT LABELING PROPOSAL

The EPA announced it would be extending the deadline for comments on its draft proposal for drift labeling language by 60 days, from Jan. 4 until March 5, 2010.

NAAA and a multitude of other stakeholders submitted letters to the Agency requesting an extension of the comment period. NAAA requested the same commenting extension be granted on a related petition filed by several activists groups. The commenting period for the environmental activists' petition has also been extended until March 5, 2010.

In its letter, NAAA stated that an extension of the comment period on both of these documents would benefit both the Agency and other affected entities for several reasons.

NAAA expressed to the Agency that these documents have the potential to very seriously impact the agricultural aviation industry. The Association underscored that ample time is needed to fully scrutinize the information set forth in the documents, consult with other entities involved and develop comments that will fully and adequately express the industry's concerns to the Agency.

A primary reason for the extension request is that several agricultural organizations, including NAAA, with legitimate interest in the proposed drift language and the petition will be holding their annual conferences and board meetings over the next several months both during and after the original comment period. These meetings will serve as important forums for stakeholders to meet and discuss the implication so these proposals. NAAA believes the more time these groups are allowed to develop their positions, the more helpful the end result submitted to the Agency will be. When the 2001 drift proposal was issued, two deadline extensions ultimately allowed for a total of 221 days to comment.

NAAA is currently in the process of analyzing the Agency's drift proposal and developing formal comments. The Association urges its members to submit comments as well. Comments requesting an extension of the current draft proposal for drift labeling language may be submitted at [www.regulations.gov](http://www.regulations.gov) using docket number EPA-HQ-OPP-2009-0628.

The draft drift labeling language has already raised concerns to applicators nationwide. One of the mandatory statements in the draft drift notice for commercial applications is "do not apply...in a manner... that could cause an adverse effect to people or any other non-target organism or site." The terms "could cause" is a new legal standard, which EPA plans to apply to enforceable labels without having gone through proper legal procedures. The vagueness of the terminology will lead to an unnecessary enforcement actions and frivolous lawsuits.

NAAA urges everyone to consider submitting comments to the Agency on this most important issue. Comments from affected stakeholders were instrumental in tabling the Agency's 2001 drift proposal. NAAA encourages you to lend your voice to protect the aviation industry from this ominous policy.

## NDAAA 2010 TRI-STATE AERIAL APPLICATORS CONVENTION

The 2010 Tri-State Aerial Applicators Convention is scheduled for February 23-25, 2010 at the Holiday Inn, Fargo, ND. 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 e-mail, [cndrwht@702com.net](mailto:cndrwht@702com.net).

The Tuesday afternoon session of February 23rd will be educational seminars offered by vendors, a luncheon with the FAAS Team, the NDAAA annual meeting and the opening of the exhibit hall at 5 pm. The recertification begins on Wednesday, February 24th, with the PAASS Part 1 that afternoon followed by "Beach Party & Luau" evening banquet in the exhibit hall. PAASS Part II, scheduled on Thursday morning, February 25th, 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 on Sunday, March 7th at 1:30 pm – 4:30 pm at the Holiday Inn, Fargo, ND.





# DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Air Force has made available for public review and comment a Draft Environmental Impact Statement (EIS) for the proposed BRAC Beddown and Flight Operations of Unmanned Aircraft Systems (UAS) at Grand Forks Air Force Base, North Dakota. The Draft EIS assesses the potential environmental impacts associated with the proposed beddown and flight operations of unmanned aircraft systems (UAS) at Grand Forks Air Force Base (GFAFB). The proposal responds to the 2005 Base Realignment and Closure (BRAC) decision to beddown the emerging UAS mission at GFAFB and entails restructuring airspace in the vicinity of GFAFB to allow for the safe training and operations of UAS.

Additional information is available at the project website, <http://www.grandforksuaseis.com>. A copy of the Draft EIS will be available for review beginning February 15 at the following libraries:

Grand Forks Public Library, 2110 Library Circle,  
Grand Forks, ND

Grand Forks Air Force Base Library, 511 Holzapple St,  
GFAFB, ND

Carrington City Library, 55 9th 19 Avenue,  
Carrington, ND

Cavalier County Library, 600 5th 20 Avenue,  
Langdon, ND

Lake Region Public Library, 423 7th 21 Street,  
Devils Lake, ND

**DATES:** The Air Force will host four public hearings at the following dates, times, and locations:

Monday; February 8, 2010; 4:30-7:30  
Grand Forks, ND  
Alerus Center; Junior Ballroom 3  
1200 South 42nd Street

Tuesday; February 9, 2010; 4:30-7:30  
Devils Lake, ND  
Lake Region State College, Dining Room,  
1801 College Drive

Wednesday; February 10, 2010; 4:30-7:30  
Carrington, ND  
Chieftain Conference Center, Buffalo Room;  
60 4th Ave South; North Dakota Hwy 281

Thursday; February 11, 2010; 4:30-7:30  
Langdon, ND  
North Dakota State University, Langdon Research  
Extension Center, 9280 107th Ave NE

The hearing dates, times, and locations listed above will be announced through the local media. Oral and written comments presented at the hearing, as well as written comments received by the Air Force during the public comment period, will be considered in the Final EIS. To ensure the Air Force has sufficient time to include public input in the preparation of the Final EIS, written comments from the public should be submitted to the address below by March 1, 2010.

FOR FURTHER INFORMATION, CONTACT: Mr. Doug Allbright, HQ AMC/A7PI, 507 Symington Dr. Scott AFB, Illinois 62225; phone: 618-229-0841; or e-mail to [earl.allbright@scott.af.mil](mailto:earl.allbright@scott.af.mil).

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or contact Jon Simmers at  
[jons@bismarckaero.com](mailto:jons@bismarckaero.com).



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[hr@fargojet.com](mailto:hr@fargojet.com)



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# CALENDAR OF EVENTS

## February 23-25, 2010

Midwest Aerial Applicators  
Holiday Inn, Fargo  
Contact: Cindy Schreiber-Beck  
(701) 642-5777

## March 7 - 9, 2010

Upper Midwest Aviation Symposium  
Fargo

## March 15 - June 15, 2010

Fargo Air Museum  
Korean Memorial Exhibit

## May 22, 2010

"Thunder Over the Red River"  
Grand Forks Air Force Base  
Contact: Lt. Chase McFarland  
701-747-5023



## June 13, 2010

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

## June 19, 2010

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

## June 20, 2010

Garrison Municipal Airport  
Fly-In Breakfast  
Contact: Brian Klabunde  
(701) 337-6294

## June 27-29, 2010 - Bismarck

**June 30-July 2, 2010 - Jamestown**  
The American Barnstormers Tour  
[www.americanbarnstormertour.com](http://www.americanbarnstormertour.com)  
Contact: Jon Simmers  
[jons@bismarckaero.com](mailto:jons@bismarckaero.com)  
(701) 223-4754

## July 24, 2010

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

## July 26 - August 1, 2010

EAA AirVenture  
Oshkosh, WI

## August 14, 2010

Kindred Airport  
Fly-In Breakfast  
Contact: Ron Lundquist  
(701) 388-2126

## September 5, 2010

USA - Canada International Fly-In  
Dunseith  
International Peace Garden Airport  
Contact: Larry Taborsky  
(701) 328-9650

## September 19, 2010

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

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