

Proposed Powder River MOA expansion not right for ND aviation

By Todd Schwarz

North Dakota Experimental Aircraft Association

My 10-year-old son, Jake, loves classic westerns. We watched one recently where the hero saved his friends' ranch from a greedy land baron. The plot was simple. The bad guy and the good guy were easily identifiable. If only life was so simple. Case in point is the proposed expansion of the Powder River Military Operations Area (MOA).

I attended a public "hearing" on this issue on Sept. 28. It was such only in name. The Air Force has made its decision. While the Air Force wants us to think this is final, it is not! The FAA has the final word, and my gut feeling is that they do not want the expansion. Now is the time to stand up and say not just a polite no, but a loud "HELL NO!"

At this point I want it clear, I am not against any branch of the military. I respect and honor those who serve this country. As an aviation enthusiast and pilot, I hold a special place of respect and outright awe for military aviation, but this does not blind me to what is right and wrong. **The proposed Powder River MOA expansion is wrong.**

A map representing the MOA proposal was on a sectional, an incomplete sectional leaving an incomplete picture. Let me tell you the rest of the story for North Dakota if the Air Force has its way.

The Air Force proposes to expand the Powder River MOA to include the southwest quarter of North Dakota. It would keep the current Tiger and Devils Lake MOAs, which alone makes North Dakota a large Air Force playground.

But that is not enough. The powers that be want more of North Dakota through

expansion in the eastern part of the state. Nowhere in the Air Force hearing on the Powder River expansion did they mention the proposal to considerably expand the Devils Lake MOA southward. This would make almost half of North Dakota part of an MOA.

The proposal also extends the Above

do not want to lose these friends through accident or loss of business.

North Dakota has an agriculture-based economy. When producers suffer, all who do business with them suffer. It's not just the aerial applicator, but also the local store, elevator, implement repair and dealer,

banker, plumber, carpenter, mechanic and all other business in our communities. Businesses could shrink and die off.

When this happens, people leave. Those who stay would not be able to support the communities and schools. This, according to socio/economic experts, would result in the "Great Plains, Bread Basket of the World" becoming the "Buffalo Commons."

The Air Force did its homework, but with bad data. For example, effected acreage numbers do not add up and flight numbers tracked on radar are at elevations that do not

have radar coverage. This false data is used to justify this proposal, and I urge you to look to look at it more closely. Remember bad data equals bad conclusions.

The bad data concluded that the economic impact of the proposal is minimal. Tell that to Hettinger and Bowman, both of which have spent money to expand their medical facilities. Those medical facilities depend on medical teams to fly into these towns. The proposal would reduce or eliminate service to these facilities. These communities finally have economic booms from oil, and this proposal could lessen the overall effect if it limits air travel to those communities.

Other businesses in North Dakota could suffer from this proposal. Areas that are



Ground Level (AGL) to 500 feet for most of Powder River. I, personally, do not want to wrestle with a B-52 so close to the ground. I also do not want to be anywhere near supersonic F-22s, F-15s or B1-Bs at 10,000 feet.

Further, almost none of us would be able to climb over the proposed military playground at a Flight Level 450. This is an airspace and safety issue. Aerial applicators is a group who immediately came to mind when looking at this proposal. Yes, they spray below 500 feet AGL, but they have to enter and exit the fields above that AGL. The proposals cover millions of acres they currently spray. They would not be safe in transit competing with heavy bombers. I

Continued on page 3.



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AROUND the PATTERN

By Kris Magstadt, Editor

The squeaky wheel gets the grease. This issue is full of information and issues that need your "squeak." In today's economy and unsettled environment, we are all realizing that we've long gone too silent.

Currently, the Powder River MOA and MET towers are issues that will make a significant impact on all facets of North Dakota aviation. YOU can make a difference. It is easier to stop things from happening or changing the end result than it is to change them after they have happened.

I vividly remember my dad sitting in his metal office chair behind his small desk at the FBO, having a seemingly important conversation on the telephone. I learned a very valuable lesson that day. He was talking to the FAA about a new ruling that negatively impacted his small FBO. He made his voice heard by challenging the logic behind the ruling, and ultimately, along with the other small FBOs in the state, got the ruling altered.

Please don't sit still and think the other guy will do it—it will not get done. Write your letter, send your e-mail or make your call. North Dakota aviation is YOU.

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PRESIDENT'S COMMENTS

By Don Larson, President
North Dakota Aviation Council

Fall is again upon us, and your Aviation Council has started planning the 2011 Upper Midwest Aviation Symposium. Each year, most of our member groups line up speakers for their sessions. It is the responsibility of the Council to arrange for group and general session speakers. The goal is to bring in speakers that are of interest to most everyone attending the symposium. We are asking for your input on the general session and banquet speakers. I am certain that throughout your travels and conference experiences you have heard speakers that would fit well with our symposium. We want to hear about them.

The Council understands that good speakers can be very costly. Each year we weigh the cost of speakers against the effect they would have on attendance. In other words, can we gain additional registrations to off-set the cost of a more expensive speaker? Your input is very valuable in the success of the symposium. Unfortunately, because speakers tend to book into the future, we need your recommendations soon. Please feel free to contact me at 701-833-6837 (cell) or by e-mail at dlarson@srt.com. You can also pass along suggestions to your council representatives. They are listed in the front of this Quarterly.

Additionally, I want to remind you that we currently have air space issues affecting North Dakota aviation. The first is the expansion of the Powder River MOA in the southwest quarter of our state. The second is the UAV airspace issue in the northeast quadrant. The ND Aeronautics Commission has been represented at the various hearings on these issues. If you have questions or concerns, please contact Larry Taborsky, ND Aeronautics Commission Director, at 701-328-9650.

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Powder River MOA expansion

Continued from cover.

expanding because of expansion in wind power could be burdened by a reduction in air travel and a requirement to consult the Air Force before building the wind towers. Ranchers could lose cattle if a bomber hugs the ground and causes a stampede. Numerous other small communities survive because of the fall hunters flying in for a little hunting, which could disappear under this proposal. The state's tribes would also be affected by the MOA expansions. Direct air service to places like Denver, Salt Lake City, Las Vegas and Phoenix could become more expensive.

The Air Force says it needs the additional space to properly train for action in Afghanistan. This would begin in Fall 2011, if approved. The President says our troops would be out of there by then. It just does not make sense.

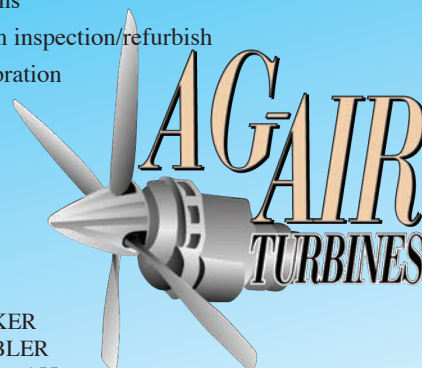
What I saw living on a rural Mercer County farmstead in the late 70s shows me that this proposal could not work. I saw numerous flights lower than the promised 500 feet AGL; I saw stampeded livestock injured and killed, windows broken and people terrorized. Complaints were met with denials of flight activity in the area, even when photographs showed B-52s spewing black smoke and unburned fuel over farmsteads. I can still remember the odor left on farmsteads, ponds and fields in its path. That stunk, and this double blind attempt to grab airspace stinks. For all of the reasons stated above, the FAA should deny the Air Force's request.

Please help stop this expansion. Send your comments on the Powder River MOA to: Linda DeVine, HQ ACC/A7PP, 129 Andrews Street, Room 317, Langley AFB, VA 23665-2769. The public comment period ends November 13.

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By Larry Taborsky, Director
North Dakota Aeronautics Commission

DIRECTOR'S CHAIR

Sharing successes with our youth

Each one of you who have become involved in aviation is a success story, no matter what your present position in life. Aviation is one of those pursuits in life where getting started is often the biggest obstacle—boot camp may be another. Now that you are on the successful side of the fence, you have probably heard many stories from others saying basically the same thing: “I’ve always wanted to get into flying, but _____.” Congratulations to you for having the courage to take that first step!

North Dakota aviation is on the move. The Aviation Council is developing a strategy to promote aviation and encourage others to become involved in the industry. The present development program to get youth interested includes:

- *International art contest at the early grade school level*
- *Career Day in the 5th grade includes aviation career opportunities*
- *Fargo Air Museum day camp teaches students all about aviation*
- *Young Eagles provides the opportunity for teens to experience flight*
- *Computer software, Real World Design Challenge, allows development of technical skills to build a high-speed aircraft*

- *FREE first flight lesson through a Sporty's Pilot Shop program at a local FBO gives them a quick and easy start.*

Once the spark has been kindled, they can hopefully meet with a flight instructor who will help them along the path to becoming a pilot. At the same time, your help is critical for reinforcement. You speak the language of aviation and have knowledge they can't get elsewhere. You are someone they can identify with and who can understand their experiences. Remember the frustrations of trying to put all of those controls to use at once during crosswind landings, or the first few hours flying through the clouds? With your help, we can encourage those dreamers to join the club, rather than just wishing they had tried.



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By Bob Simmers

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FLY the AIRCRAFT

First I want to thank all of you that held our family in your prayers as this past summer brought a deviation to our flight plan that will forever change us.

Now, let's continue our discussion about emergencies. In all of our training and recurrent training we discuss and rehearse "What Ifs." We do this until we are tired of hearing the instructor say, "What If." As a Flight Instructor, it is a challenge for us to create new scenarios that will encourage the pilot to stay in touch with his aircraft and maintain a secure level of situational awareness. Have you noticed that in all scenarios the reaction to the "What If" is the same? Fly the aircraft, evaluate the condition, fly the aircraft. Your responsibility as the Pilot in Command, at this point, is to FLY the AIRCRAFT and get it on the ground without harm to the occupants. Training has taught us to react, and if and when a deviation is required, we are prepared to FLY the AIRCRAFT.

I recently returned from Cirrus Standardized Instructor Pilot

Recurrent training, and we again talked about and reinforced the importance of recurrent training. After reviewing many instructor/student scenarios, we again confirmed that a regimented and timely recurrent training schedule ingrains the necessary subconscious skills to instinctively FLY the AIRCRAFT first mentality.

When the event is over, and we begin to reflect, we start to look for answers to why this happened and what we could have done to prevent it. We try to learn from this experience and share that learning, so that others may be able to avoid the same situation. Most importantly, we never forget. We use our experience to influence us and our industry the rest of our lives.

So it is with life. When an unforeseen event confronts you, you must react and FLY the AIRCRAFT.

Grand Forks International Airport names new airline terminal

The Grand Forks International Airport is pleased to announce the naming of the new airline terminal, the Byron L. Dorgan Terminal. The Grand Forks Regional Airport Authority agreed to name the new airline terminal after the six-term Senator.

A native of Regent, ND, Senator Dorgan has directed nearly \$50 Million in airport related investments, including more than \$9 Million for the Grand Forks International Airport.

“... the new Byron L. Dorgan Terminal to open by June 2011...”

The leadership, pragmatism and sheer hard work of Senator Dorgan over the course of his more than 40 years of public service have immeasurably benefited the State of North Dakota and its residents.

“Senator Byron Dorgan has recognized the importance of reliable and quality air service for the continuing vitality of this region which is why we feel it is important to name our new terminal after him,” says Patrick Dame Executive Director of the Grand Forks International Airport.

The Grand Forks International Airport is currently the 23rd busiest airport in the country. The goal for the airport in 2010 was to service 110,000 passengers; currently the airport is on track to set an all-time boardings record and estimates it will surpass the goal by 7,000 passengers.

The Authority expects the new Byron L. Dorgan Terminal to open by June 2011.



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ATC phraseology change

By Steven R. Hoogerhyde, Program Manager
FAAsteam

Pilots authorized by air traffic controllers to taxi onto runways and await takeoff clearance will be instructed to “line up and wait” rather than “position and hold” beginning on September 30 under new terminology adopted by the Federal Aviation Administration.

The new terminology recommended by the NTSB, conforms to terminology used internationally under International Civil Aviation Organization guidelines.

A safety analysis conducted by the FAA’s Air Traffic Organization Terminal Services determined that adopting the phrase “line up and wait” will eliminate confusion, particularly among pilots who also

fly overseas, and further reduce the risk of runway incursions.

Beginning September 30, controllers state the aircraft’s call sign, state the departure runway and then instruct pilots to “line up and wait,” i.e., “United 451, Runway 33L, line up and wait.” The phrase, “traffic holding in position” will continue to be used to advise other aircraft that traffic has been authorized to line up and wait on an active runway.

The FAA will continue to emphasize that pilots are not permitted to cross any runway encountered while taxiing without explicit instruction.

In my opinion...

On 30 September the FAA implemented more new phraseology. It’s a new and shorter version of the old phraseology “Runway. XX, taxi into position and hold.” Now, pilots need to be listening for the phraseology “Line up and Wait.” As a retired ATC guy, I’m very disappointed at this change. Some of my buddies say I’m too outspoken about it. Maybe I am. I recall having used the old version many times and cannot remember having any close situations. The pilots

understood what I was saying. The pilots also understood that when I said “Cleared for immediate takeoff,” I meant exactly that—“get it rolling, pal, there is an airplane on short final behind you!”

It appears that some person in the FAA decided that the old version needed to be shortened and changed it to “Position and hold.” Remembering back, that’s when the FAA started having problems with runway situations because the pilots misunderstood the meaning.

A look at the new phrase “Line up, and wait”

By Darrel Pittman, Vice President
ND Aviation Council

Today, the FAA has taken the stance that shorter phraseology means more safety? Many of us remember when we changed the airspace identifier types from the old class of airspace to the current class of airspace. The FAA is again using the same excuse—conforming to the ICAO rules. My stance, then as it is now, is that we are the largest, safest and best air traffic control system in the world. Let the rest of the world conform to us.



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Powder River MOA

Make sure your voice is heard

By Bob Simmers, Treasurer

ND Business Aviation Association

There is a public comment period for the expansion of the Powder River MOA that is open through November 13, 2010. The request is to basically take over the southwestern part of North Dakota for daily B-52 and B-1 practice missions. Don't get me wrong, I support our military whatever branch it may be, and I am dedicated to training and recurrent training, however this proposal cripples aviation and the services provided to and for the rural communities. For more information you can visit www.acplanning.org or contact me, Bob Simmers, at Bismarck Aero Center, 701-223-4754.

There have already been public hearings conducted by the Air Force, and quite frankly, I am disappointed in our aviation community for their participation in these events. In Bismarck there were six individuals who participated, of which only four were aviators. Yes, we can comment by writing and the Air Force will tell us that written comments have equal weight, but at these meetings are representatives of our congressional delegation and the Governor's office, and only four aviators speak up. Issues like these will affect every aviator in this area. You need to be visible about your concerns.

The North Dakota Business Aviation Association (NDBAA) hosted an informational teleconference to discuss this very issue. The teleconference included Kristy Ivey and Bob Lamond of NBAA, as well as local aviation business leaders and pilots.

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Thirty year veteran, Holzer, retires from North Dakota Aeronautics Commission

By Gary Ness

Mark Holzer, Aviation Planner for the North Dakota Aeronautics Commission, retired from the state position he held for over 30 years. He ventured into a second career path with the Bismarck Airports District Office (FAA-ADO) in July. Mark is looking forward to new challenges in GIS-related planning, ALP and Master Plan reviews.

Holzer's career at the ND Aeronautics Commission spanned many changes in the aviation industry. He performed and processed more than 1,800 inspections. In a way, Holzer has been the assistant manager of the 84 general aviation airports across the state, monitoring the efforts and development of all those facilities with the passion of a big uncle.

When asked about the most important factor during his tenure, Holzer replied, "The General Aviation Entitlement Program—it provided the funding to revitalize all the GA airports in North Dakota."

Number two on his list is the coordination efforts with the air carrier airport management and the business communities in air service marketing. Holzer points out that the FLY ND program, developed with all four major cities and Northwest Airlines to provide a business pricing model, proved so feasible and profitable to NWA that it became a national model in the late 90s. Unfortunately, 9-11 derailed that program.

Holzer co-authored the development of three Small Community

Air Service Grants for eligible Essential Air Service communities, which in turn created greater awareness of the air service available to those communities. A proven benefit was that those grants increased passenger load factors at all three community airports.

Planning, design and development, and funding of passenger terminals at the eight air carrier airports in North Dakota was number three on Holzer's list. Since 1985, all eight airports have built, or are in the process of building, new terminals for travelers. Records indicate that over Mark's career, \$321 million dollars of federal funding has found its way to North Dakota airports. That amount of money does require planning!

A person has to be flexible and ready to be the answer man for just about everything in the aviation business, which for Holzer has included several airport system plans, non-totaled air service plans, a myriad of master plans and ALPs, Airport Crisis Communication Plans, directories, aeronautical charts, executive summaries, impact studies, and FBO and pilot promotional efforts. Along with advising other state and federal personnel on the importance of aviation to the state, it's a wonder he still had time for his other passion—fishing!

We wish Mark, his wife Georgiana, and three teenage sons, Jason, Justin and Jamie, the best in the future.



Mark Holzer



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Promoting aviation in North Dakota

By Tim Thorsen, President

Airport Association of North Dakota

The Airport Association of North Dakota (AAND) is an organization of North Dakota's airports. We exist to promote aviation in North Dakota and do so mainly by advocating for aviation, as well as sponsor and organize annual training for airport operators as part of the Upper Midwest Aviation Symposium (UMAS). AAND has among its members 83 of 89 North Dakota airports, including all eight commercial service airports.

Unfortunately, legislation funding the Federal Aviation Administration (FAA) and the Airport Improvement Program (AIP) was not passed this year. A 16th extension was passed, which will fund the FAA until the end of the year. We should anticipate the "lame duck" Congress will pass another short-term extension to keep the FAA operating before this extension ends on December 3, 2010. Legislation approving a long-term FAA and AIP funding program will be the work of those who remain in the Senate and House of

Representatives after the November 2010 election. Unfortunately, this means we can anticipate a continuing period where FAA grant funding will come in short-term extensions and multiple grants issued as small portions of AIP funding is released. This may cause airports to reshuffle, reduce in scope or delay/cancel capital improvements until funding is stable.

AAND Executive Committee and Regional representatives will meet in October to come up with symposium topics. Each year this process has resulted in a slate of quality presentations, and we expect no different from the efforts of our members and supporters next March. Input is greatly appreciated and will help make a positive contribution to the professional knowledge level of those who attend. Contact president, Tim Thorsen, Bismarck, (701) 355-1808 to provide your input.

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Dakota Airports. Be sure to spruce up your airport, because it is sure to get visits from those pilots wanting their passports stamped. Make sure your stamp is in a sturdy box that will survive the summer sun and winter weather.

Lastly, I want to give special thanks to Mark Holzer as he retires from service with the North Dakota Aeronautics Commission and moves to new challenges at the FAA's Bismarck Airports District Office. He tirelessly supported airports and aviation at the state level, and we wish him well in his new position. I also want to recognize and thank Steve Obenauer as he leaves the Bismarck ADO Manager spot and moves to the Minneapolis ADO Manager position. Steve has worked hard for the airports in North Dakota and has made a positive impact. He will be missed. Filling his position with a qualified and knowledgeable person in a timely manner will be vital to supporting North Dakota's Airports.

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MET towers and aviation safety

By Matt Hovdenes

North Dakota Agricultural Aviation Association

One topic of recent concern is unmarked meteorological (MET) towers. Many aviation advocacy groups are concerned with this issue, including the North Dakota Agricultural Aviation Association (NDAAA). MET towers can present safety issues with aviation, and there are currently efforts to get them marked.

A MET tower is a tower used to measure wind and other meteorological information. The purpose of these towers is usually to do research for wind energy development. When a company wants to develop an area for power generating wind turbines, an array of MET towers will be put in that area to research feasibility and placement of the wind turbines. These towers are usually made of galvanized steel, are less than 200 feet (AGL) tall and have guy wires to support them. The tower typically has several different anemometers (wind meters) and other weather measuring devices on them. The towers can go up and down in less than a day and are usually not marked with paint or lighting.

There are several concerns aviators have with MET towers. Since they are less than 200 feet tall, the Federal Aviation Administration (FAA) does not require them to be marked. This makes them almost impossible to see. In addition to being hard to see, they are not usually depicted on aviation charts and other sources that could show tower position. The ability to erect, take down, and change location in short periods of time makes it nearly impossible for

pilots to know where these towers are located. It is possible that a pilot could be flying in an area one morning with no obstructions, and the next morning there could be a MET tower right in the flight path.

At first it might seem like there is very little aviation presence at that low of an altitude in primarily agricultural and rangeland areas. However, areas that are being developed for wind energy are the areas that agricultural aviators are working in day and night providing vital crop protection services to area farmers and ranchers. Many times, alternative application methods, such as ground application, are not economical or viable options for many reasons. Also operating around MET towers are pilots conducting wildlife surveys and aircraft providing pipeline and power line patrol. Do not forget about life-flight and airborne law enforcement operations responding to all types of emergencies and providing lifesaving services to individuals in rural and agricultural areas. These and other aviation services provide essential and critical services to these potential wind turbine site areas, not to mention that they are all a vital part of the rural economy. All of these aviation operations have their safety of flight affected by unmarked MET towers. Even pilots trying to land at a private strip in the country could find themselves face-to-face with a MET tower they cannot see. If all MET towers were marked properly, the margin of

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safety for all of the aircraft operating around them would increase.

With wind energy becoming more and more prevalent in the Midwest, North Dakota is not the only state dealing with this issue. In the last several years, Wyoming, Nebraska, and South Dakota have passed legislation requiring the marking of MET towers and their guy wires, or putting their location on a current database accessible to pilots. Just when the NDAAA was considering supporting and pursuing similar state legislation, the FAA threw a curve ball at the process. This spring, South Dakota's Department of Aeronautics received a letter from the FAA's legal counsel basically stating that the FAA is the only entity that has the authority to regulate towers. Furthermore, the letter explained that there is no current FAA requirement to mark towers under 200 feet and that the state has no right to make a law that would require any type of tower marking. In a nutshell, the only thing that state

and local governments can do regarding MET towers is require a database or registry designating their location.

So, what is being done? Currently, various groups including the NDAAA, are closely watching what is happening with the MET towers. The FAA is aware of the issue and is considering its options. Many individuals in the aviation industry believe that the best option is for the FAA to implement a rule requiring MET towers to be marked. This rule seems to be well within their authority. If that option isn't selected, there is an option for possible federal legislation requiring these towers to be marked. That option is being investigated by the National Agricultural Aviation Association, the Aircraft Owners and Pilots Association, and many other groups. Hopefully, there will be a resolution allowing aviation to operate safely around wind development areas that will satisfy everyone involved. Rest assured, until there is a resolution, many

people will be working hard to come up with a solution.

We need your help. Join and support the national and state aviation organizations. These groups are working toward a resolution to this issue. Let your voice be heard, and help us get MET towers marked for safety.



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Bismarck Air Museum Foundation

The summer of 2010 saw the formation and registration of the Bismarck Air Museum Foundation. This foundation is formed to preserve the history and artifacts that are the history of the Bismarck Airport. The foundation is registered as a nonprofit corporation and is in the process of applying for 501.3C tax deductible status.

The long range goal of the foundation is to have a museum at the airport that is centered on the hip hangar constructed in the 1940s. The more immediate goal is to take possession of a Northwest Airlines DC 9.

For more information contact Bob Simmers at 701-223-4754.



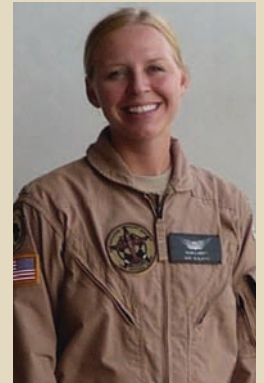
Photo by Larry Taborsky

If you missed the Bismarck flight instructor refresher training, the next chance is proposed for Grand Forks in January.

Left to right: Al Skramstad, Chris Susie's back, Mark Scheele up front, Maurice Schak in grey, Wayne Keenan in plaid, Chuck Trumbell in stripes, Jim Buckmiller in blue, and Jay Flowers in red.

Hovey joins the ND Aeronautics Commission

Kelby Hovey has joined the North Dakota Aeronautics Commission staff as Aviation Education Coordinator. A native and high school graduate of Bismarck, Kelby earned a degree in Commercial Aviation from the University of North Dakota. Following college, she spent several years flight instructing and was pleased to return to Bismarck in 2004 as a pilot intern for Basin Electric Power Cooperative. In 2006, Kelby attended Army flight school in Fort Rucker, Alabama, where she obtained helicopter ratings in Blackhawk and Bell 206 aircraft. Currently a C-12 pilot for the Army National Guard, she recently returned from a ten month deployment. Kelby has enjoyed the variety of flying she has done in and around North Dakota and looks forward to promoting and endorsing aviation throughout the state. When out of the office, Kelby enjoys flying, running, and spending time outdoors.



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Give a lifetime achievement award to someone deserving

By Larry Taborsky, Chairman

North Dakota Aviation Hall of Fame Selection Committee

This winter, a group of aviation council members and hand-selected aviation representatives will gather to decide if there will be any new members selected to the North Dakota Aviation Hall of Fame. Our state is LOADED with potential Hall of Famers, only needing someone to send in a nomination. The truly great aviators are often too modest to call attention to themselves, so someone from the local area may be the only one who knows enough to make the nomination. What a thrill to be given an award recognizing a lifetime of achievement in front of family, friends, and peers!

The selection committee comes from a variety of backgrounds, and the selection scoring system helps ensure an unbiased look at all applicants. The scores are given for five categories and are based on how well the information in the application addresses each of those areas. The key is to submit an application that shows the 12 members of the selection committee that your nomination has met the five requirements:

1. *Major achievements in aviation in North Dakota*
2. *Significant contributions to the development of others in aviation in North Dakota*
3. *Special service to the State of North Dakota in aviation activities*
4. *Activities that bring credit to North Dakota in aviation, either nationally or internationally*
5. *Significant contributions to the local community or the state of North Dakota that are not related to aviation (service clubs, church related, political activities, etc.)*

North Dakota Aviation



HALL OF FAME

The ND Aviation Hall of Fame application is available on the North Dakota Aviation Council Web site at www.ndac.aerofame.htm. I would be happy to help anyone who may need help with the application. It would be a shame if someone deserving was passed over because the needed information wasn't put onto paper.

Award recipients receive a plaque commemorating the event, and another plaque is kept on permanent display at the Bismarck Airport terminal. Hopefully, in the future, there will be sufficient funds to make similar permanent displays at our air museums in Fargo and Minot. The North Dakota Aviation Council, in a partnership with the North Dakota Community Foundation, is now able to accept tax-deductible donations to the North Dakota Aviation Hall of Fame, ensuring that the rich history of North Dakota Aviation is maintained forever.

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Eugene M. (Gene) Martinson, 99 of Rolette, ND, passed away on June 24, 2010. He lived a very fulfilling life and believed in faith, family, friends, farming and flying. He bought his first airplane in 1937. Prior to WWII, Gene, in addition to flying and farming, was also a mechanic. He enlisted in the Army Air Corps in October 1942, ending up as a crew member on the B-17 "Flying Fortress" as a waist gunner and the bombardier, which he was doing when the plane was shot down in January 1, 1945. He spent the remainder of the war as a POW. Upon his discharge in October 1945, he returned to Rolette where he farmed and in 1948 began a 53-year career as a crop duster. After retiring from crop dusting he still farmed.



ND Aviation Hall of Famer, **Richard J. Halldorson**, 88, of Cavalier, ND died on Sunday, July 18, 2010. Richard was raised on a family farm near Mountain, ND. After

graduating from high school in 1939, he studied mechanical engineering at the University of North Dakota. He left to work at Lockheed Aircraft in California at the outbreak of WWII in 1941. Richard was assigned to the Pacific Theater, operating out of Pearl Harbor. He was discharged in December 1945.

From 1946 to 1948, Richard worked and studied at DePonti Aviation in Minneapolis, where he received his A & P License and

Flight Instructor's Certificate. He returned to North Dakota to fly for a construction company and became an instructor and mechanic for the St. Thomas Flying Club. The following year, he began an aerial applicator business. In 1960, he moved the application operation to the Cavalier, ND airport and founded Cavalier Air Service.

Richard was an active supporter of North Dakota Agricultural Aerial Applicators and served many years as the state's northeastern representative. In 2001, the FAA awarded him the "Charles Taylor Master Mechanic Award," recognizing his "50 Years" as an aircraft mechanic and aviation pioneer. In 2004, he was inducted into the North Dakota Aviation Hall of Fame.



ND Aviation Hall of Famer, **Ron Deck**, 68, Hillsboro, ND passed away Thursday, Sept 9, 2010 Ron graduated high school from Notre Dame Academy in Willow City, ND. He then attended St.

John's University in Collegeville, MN. He served in the US Navy from 1961 through 1966. After serving his country, Ron married Barbara Egan and they moved to Carson City, NV where Ron got his crop spraying training. They then moved to Goodland, KS

where he had his first crop spraying job. From there they went to Reno, NV where he completed his commercial license with instrument rating and instrument instructor in both fixed and rotary wing. He then moved to Bismarck, ND and worked for AgriChemical Aviation as a flight instructor. In 1970, Ron began Deck Flying Service in Hillsboro, ND with a Piper J-3 Cub. In March 2010 Ron was inducted in the North Dakota Aviation Hall of Fame.

An H-509 Scholarship at Hillsboro High School and NAAA scholarship will be established with all memorials. Memorials can be sent to the Ron Deck Scholarship at Dakota Heritage Bank, PO Box 208, Hillsboro, ND 58045.

John Alfred Westerlind, 80, of Mercer, ND died Sept 25, 2010 in his shop at the Mercer Airport.

After graduating from high school, John helped his parents on the farm for a few years and then enlisted in the Air Force during the Korean Conflict. While serving in Alaska, he learned to fly at Anchorage and received a private pilot's license. John attended a training center in Cheyenne, WY where he earned an aircraft mechanic's license and went to flight school in Phoenix, AZ and received a flight instructor certificate. He started the Mercer Aviation business in 1970 and retired in 1992.



= ND Aviation Hall of Fame Members

Additional FAASTeam Program Manager

By Steven R. Hoogerhyde, Operations
FAASTeam Program Manager

North Dakota has a newly appointed FAASTeam Program Manager (Airworthiness). Please welcome Mr. Gary F. Kwasniewski who will be working with our FAASTeam Representatives in North Dakota and South Dakota. Currently there are 26 FAASTeam Representatives in North Dakota who will be working with Mr. Kwasniewski in promoting educational seminars.

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Photos by Larry Taborsky



Left to right, Ray Schafer, Ron Steininger, Bob Miller, Harry Weibe (Canadian Owners and Pilots Association), Chuck, Larry Taborsky and Al Nelson



Photo by Lorie Berg

Allegiant Air announces their "first flight" scheduled for October 22 (L to R) Sabrina LoPiccolo; Allegiant Air; Stacey Shea, Showgirl; Andrew Solsvig, Minot International Airport Director



Ellendale fly-in from the head cam of a skydiver

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