

Aviation QUARTERLY

Issue 23 • Vol. 1

North Dakota Aviation Council

Winter 2011

2011 Upper Midwest Aviation Symposium hosting great line-up

By Jon Simmers

Watch out! This year's Upper Midwest Aviation Symposium will have some really cool features and an exciting line-up that will entertain, as well as enhance safety for GA in North Dakota!

This year's symposium, being hosted in Minot, will have something for everyone, regardless of your affiliation with aviation. For the first time in years, there will be a full line-up for Sunday. Prior to the official Symposium kickoff, the North Dakota Pilot's Association (NDPA) will be hosting a **free FAAST Team Wings Seminar** on Sunday Morning.

As the event transitions toward Sunday afternoon, the North Dakota Business Aviation Association (NDBAA) has a knock out presentation! The most effective way to kick-off the New Year in aviation is to have NBAA's Bob Lomond discuss the **Hot Topics for 2011**, including airspace issues, and how we should be helping to ensure that the voice of aviation in North Dakota is heard.

The most exciting line-up for Sunday is our session called **MayDay!** We are pleased to announce that we will have three pilots to share their close call aviation

experiences that occurred in Western North Dakota during the summer of 2010. Chris Susie, Executive Air Taxi Corporation, will share his fuel contamination experience that caused double engine failure. Mike Link and Bruce Burkett, State of North Dakota, will share their experience where several ducks penetrated their windshield, shattering Bruce's glasses and headset. The goal of this session is to understand what happened, how they managed to safely get through adversity and lessons we can all apply to our future experiences in aviation. There is no doubt that this session will be entertaining and mind boggling.

Have you ever been at an FBO as a pilot or passenger and asked yourself, "**What was that line technician thinking?**" Dev Sharma, Air BP, will moderate a panel of pilots and flight line personnel to get at the heart of those communication errors that occur between flight crews and FBOs. The panel will address questions about pilot and FBO expectations.

Sunday night features a **Don't Miss Ice Breaker** at the Dakota Territory Air Museum. Take a step back through time and check out nearly 30 aircraft that are in beautiful condition. Other attractions at the museum include hundreds of aviation artifacts and several future "projects."

Monday will feature North Dakota Governor Jack Dalrymple's declaration of Aviation Week in North Dakota.

This will be a great opportunity to join the Governor in celebrating our rich aviation heritage, along with declaring the vitality of our industry within our great state.

Probably the most exciting feature for this year's symposium is going to be our Tuesday night banquet speaker, **Brian Shul**. Mr. Shul is known for providing one of the **most riveting aviation presentations**. His aviation experiences range from **lying near death on a jungle floor in Viet Nam, to flying the world's fastest jet, the SR-71**.

“... lying near death on a jungle floor in Viet Nam, to flying the world's fastest jet, the SR-71...”



As you can see, there is no lack of great opportunities at the upcoming symposium. And, these are only a few! There will be numerous educational sessions, plus many wonderful presenters and attendees to share stories with and enjoy time together.

Registering is easy! The registration form is online at www.ndac.aero/umas.htm. You will also be receiving information in the mail in the near future. We encourage you to attend and look forward to seeing you there!

Sunday, March 6

- FREE FAAST Team Seminar
- NDBAA's Hot Topics
- MayDay!
- What was the line technician thinking?
- Don't Miss ice breaker at Dakota Territory Air Museum

Monday, March 7

- Declaration of Aviation Week with Governor Jack Dalrymple
- Numerous wonderful sessions
- Exhibitor's Night

Tuesday, March 8

- More great sessions
- Hall of Fame Banquet with speaker Brian Shul



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By Kris Magstadt, Editor

AROUND the PATTERN

Happy New Year!

I am definitely one to make resolutions each year, and then one to break them before mid-year. This year I decided to make a resolution that was positive. Rather than "drink less coffee," I decided to change it to "make a positive impact in my community." This issue of the Quarterly focuses on education and history. Both rely on people being involved and engaged. My hope for you personally, and the North Dakota Aviation Council (NDAC), is that you become more engaged and create history and educational opportunities with the intent to make a positive impact on our future generations.

I am fortunate to come from a rich aviation heritage. My father's activities in aviation and the educational opportunities he provided youth, whether mentoring or teaching in a high school classroom, shaped many lives, especially mine. It taught me many of life's lessons in a somewhat unconventional way. Working with the Quarterly and the NDAC has given me the chance to continue that heritage.

Without you, aviation will continue in North Dakota. But, will it be as good as it could be and leave the legacy we want to leave behind if you aren't involved? I think not. Each and every one of you has a passion—aviation. Actively participate in NDAC, encourage aviation education, share your stories and mentor youth every chance you get, and support the preservation of our rich history through our North Dakota Air Museums.

Wishing you a happy and healthy 2011.

North Dakota Aviation Quarterly (NDAQ)

Official Publication of the North Dakota Aviation Council

Statements of fact and opinion are the responsibility of authors alone and do not imply an opinion on the part of officers and members of NDAC, or NDAQ staff. If you've received more than one copy of this newsletter, please share it with a friend.



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North Dakota Aviation Quarterly • P.O. Box 5020 • Bismarck, ND 58502-5020
ND Aviation Quarterly is published four times a year (January, April, July, and October).
Advertising deadline is the 1st of the preceding month.

Advertising Contact: 701-220-2797 • ndaviation@yahoo.com • Web: ndac.aero

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Established in 1990



By Don Larson, President
North Dakota Aviation Council

PRESIDENT'S COMMENTS



As I write this article, we are wrapping up another holiday season and another year. I hope that each and every one of you had a blessed Christmas and are looking forward to a very successful 2011.

Your Council representatives have been extremely busy planning and scheduling the 2011 Upper Midwest Aviation Symposium. We have a very exciting keynote speaker Brian Shul. Shul is a former SR-71 pilot and motivational speaker. He comes highly recommended by those who have had the occasion of hearing him. Shul will be our banquet speaker.

The North Dakota Aviation Hall of Fame selection committee has selected one inductee to the Hall of Fame for this year. As in the past, that induction will also be done at the banquet. Again, we had an excellent group of candidate applications.

The Minot site committee is putting together an exciting

program. The Sunday night Ice Breaker will be hosted by the Dakota Territory Air Museum, and the spouses activities committee has planned wonderful events for the spouses attending the symposium.

I encourage each and every one of you involved in the aviation community in North Dakota and surrounding states to join us for a great 2011 Upper Midwest Aviation Symposium at the Holiday Inn – Minot on March 6-8, 2011. I can assure you that you will have an enjoyable time with informative sessions and a wonderful opportunity to rub elbows with people in our industry.

Please note that the accommodations in Minot, due to the oil activity, can get extremely tight. We have a enough rooms blocked at the Holiday Inn to accommodate all attending the Symposium. However, please don't wait until the last minute!

See you in Minot!

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By Larry Taborsky, Director
North Dakota Aeronautics Commission

DIRECTOR'S CHAIR

North Dakota Aviation is blessed 2010 was a good year in our state

Aviation education became a full-time endeavor for the Aeronautics Commission. If you want to let your local community know about aviation, there is a program to help you, no matter what age you want to work with. Want to teach a grade school science class one day? There is an aviation topic to cover the subject.

Voices were heard in our airspace hearings. Powder River, Devils Lake, and even the low-altitude MET tower issue, brought out a strong wave of concern, bringing extra attention to important aviation issues. It is encouraging to know that there is passion for aviation in our state, and that has made a difference.

Internet web sites have linked us together better than ever. The lists of pilots, airport managers, aviation groups and related websites have helped get the word out and get things done at a much greater pace than in the past. Fly-ins, air shows, public hearings, and safety seminars are brought to your desktop. If your airport has a fly-in date for 2011, please pass it on. If there's a safety seminar planned (or requested), we can get the word out through the FAA notification system. And, as a

reminder, your aircraft registration and AD notifications are also internet-based, so please get those updated for your plane.

Aviation Council members have been busy planning the future. Marketing experts have produced a long list of ways to promote aviation in the state, and a committee is coming up with the priorities for the council to work on. The symposium planning includes new ideas to make this year's event even better than the previous years. We're already considered among the best states for aviation councils and symposiums. I can hardly wait for 2011!

Terminals have been upgraded in Minot, Grand Forks, Jamestown, Dickinson and Gwinner. These airport improvements reflect well on the community.

Interest in remotely piloted aircraft has increased significantly this year. This promises to be big industry for North Dakota, and the technology that comes with RPA operations could benefit us all through better weather, traffic and communications services. The push is on to ensure that these new items in the aviation community are integrated into the national airspace system safely.

Operations at the airlines have set passenger records for most of our cities for most months this year, breaking our yearly totals in all airport categories. We typically board over 60,000 passengers per month! Our airport managers have done well keeping up with the demand, expanding parking and ensuring that the travelers are well taken care of when they are in North Dakota. Flight operations at Grand Forks have earned it the 20th busiest airport in the United States, as they finished up their busiest year ever.

New runways have come in the cities of Kulm (grass) and Mohall (paved). Fort Yates has an access road; Gwinner has a new taxiway, apron and access road. Casselton has some new ramp space, and Park River and Valley City are scheduled for new runways this coming season. Funding has come in small portions, making planning a challenge, but the work continues.

Wishing you a safe and enjoyable 2011,
Larry



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By Bob Simmers

TRIM
TAB

Don't talk to me NOW!

Winter is well upon us and again the snow is piling up in what appears to be record amounts. I hope that you had an enjoyable holiday season and that the weather let you spread your wings and enjoy the beauty of the winter in the north.

Was your house filled with fresh baked Christmas treats? Were you involved in the baking of these treats? Someone is. Did you make them from memory or did you use a recipe card, or checklist. Ever had a batch turn out wrong? That's me, even when I use the recipe card. Then the question is, "What went wrong?" When I reflect back on the process, it becomes obvious that something was left out of the batter. The next question is, "WHY?"

Have you ever completed a flight, taxi in, shutdown and realize that there were tasks that should have been completed before landing, but you cannot remember doing them? Or even worse, you realize that they never got done. "WHY?" Believe me, the older you get, the worse your memory gets.

"WHY" do you have and use a recipe card or checklist? Is that checklist a card of convenience and used to impress a passenger? Is it used regularly or not at all? Does that checklist include a line that prompts "Sterile Cabin?" Is it in your list of things to do to think "Sterile Cabin?"

Over my years of teaching, examining and evaluating, the easiest thing to do is to distract pilots during the critical phases of flight with simple conversation. Somehow, the basic task of flying the airplane is easily traded for conversation not even related to the flight. Are you a passenger in this aircraft, or are you actually the Pilot-in-Command? If you are not the Pilot-in-Command, then who is?

The airlines have sterile cabin procedures written into their OPS Manual, as do all air carriers. Most of them read

that there will be no unnecessary conversation below 10,000 feet, except those conversations between crew members that pertain to the operation of the aircraft and the current flight. For those of you that never reach 10,000 feet, a more realistic operating rule may be that there is no conversation in the climb or descent, except what pertains to the current flight. For most of you as a single pilot, that would mean no conversation. It is important that you be fully engaged with your aircraft during the critical phase of flight.

During my many years of racing, I hired a professional engine builder to supply me with race engines. Just once in the 30 years of using his product did I receive an engine that was assembled incorrectly. In tracing the chain of events that lead to this disassembly, it was determined that a distraction at a critical phase of the assembly process lead the problem. The last time we had a bad batch of cookies at Christmas, it was determined that a distraction had caused the omission of a key ingredient from the recipe. The last pilot that I counseled after a gear up landing was distracted during a critical phase of flight.

"DON'T TALK TO ME NOW" is a phrase that we need to use more often, whether in the kitchen or in the cockpit.

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By Lt. Col. Darrel Pittman, Vice President
ND Aviation Council

NORTH DAKOTA AVIATION COUNCIL

Civil Air Patrol

What CAP Does for North Dakota and the Nation

I've been urged to write about the Civil Air Patrol (CAP) and what we do. It appears many are not aware of the great service we provide the State of North Dakota and the nation.

The logo of the CAP is the three bladed propeller. This logo represents the three prime missions of the CAP: Cadet Programs, Emergency Services and Aerospace Education.

A brief history of the national CAP recounts that the organization was formed in 1941 by a volunteer group helping to watch the coast just prior to WWII. Volunteers used their own personal airplanes and were actually known to carry small bombs in their laps. The bombs were dropped out of the airplane window onto enemy ships. Reports are that the enemy feared those little aircraft and vigorously tried to evade them. Not long after that, the CAP was recognized by Congress as an official auxiliary of the Air Force.

Today, the CAP is still a volunteer organization. There are only a handful of paid workers; most are in the National Headquarters located at Maxwell AFB, Alabama.

Nationally, the CAP is tasked with the responsibility for all

aeronautical search and rescue efforts. This is done through the Air Force Rescue Coordination Center (AFRCC) located at Tyndall AFB, Florida. The CAP trains constantly to be able to provide expertise in the area of search and rescue.

The CAP Cadet program encourages leadership, community involvement and self discipline. Cadets may join at ages 12 -18 and stay in the Cadet ranks until age 21. Adults 18 and over may join. We encourage pilots to join; however, members do not have to be pilots. We welcome adults with many varied skills.

Our aerospace education includes the study of aviation, basic aerodynamics, safety education and many other aviation topics. These programs also include outreach to the general public.

North Dakota CAP Wing

In North Dakota, we have nearly 300 volunteers. Of that 300, approximately 100 are Cadets whose ages range from 12-21. The remaining 200 are adult senior members and officers.

Allow me to brag about the North Dakota Wing of CAP. Most of you have heard about the Wreaths Across America program (www.wreathscrossamerica.org). The North Dakota



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Wing, specifically the Bismarck Composite Squadron with some assistance from the Jamestown Composite Squadron and the Dickinson Composite Squadron, were national leaders. Only two other much larger Wings out produced us. Funds were successfully raised to lay 3400 wreaths at the North Dakota Veteran's Cemetery. On December 11, 2010 these wreaths were placed to honor our nation's fallen heroes. The day was bitterly cold and no one complained. On January 29, 2011, the Wing will again brave the cold temperatures when all the wreaths we placed must be removed. Come and join us; the WX will be invigorating!

Our North Dakota Wing also boasts another leadership role model. North Dakota Cadet Chief Master Sergeant Mark Kelsh was honored for his help in sponsoring the most wreaths in the nation by an individual CAP member. That honor gave him an all

expense paid trip to Washington, D.C. to escort the CAP National Commander, Major General Amy Courter, around Arlington National Cemetery during the national wreath laying.

I'm not through bragging yet! The North Dakota Wing has recently been given an opportunity to install a very sophisticated piece of equipment on one of the CAP airplanes. The system is called Forward Looking Infrared (FLIR). This state-of-the-art equipment came to us through a grant that was processed by the Department of Emergency Services (DES). It will greatly enhance the areas of search and rescue. Plus, it will also allow us to aid the state in reconnaissance of the areas most needed during emergency situations.

The North Dakota Wing is the only CAP Wing in the nation to have access to this type of equipment. Therefore, we are proud to be delegated by our National HQ to build the procedures and training program for the possible use of this system in other CAP Wings.

The last two spring seasons have given the North Dakota Wing volunteers an opportunity to aid the state with photo imagery of the flooded areas. Reports are that this coming spring will be very similar to those events. This new equipment should be helpful, allowing the state to pinpoint critical areas in need of assistance. We have been training diligently and are excited about the opportunity to show it off!

Check us out at www.gocivilairpatrol.com or www.ndcap.us

Don't forget to file your flight plan for the annual "Upper Midwest Aviation Symposium" at the Holiday Inn in Minot, March 6-8, 2011. Cleared for takeoff!

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Fargo Air Museum 2010 Highlights

By Fran Drummond

Plane Camp - The first official Plane Camp was launched at the Fargo Air Museum in the summer of 2010. The six session course was offered to two age groups from 5-14 over the summer and was taught by Jim Lund and Erica Lavoie. The curriculum included introduction to airplanes, introduction to flight, navigation, instrumentation, pre-flight operations and careers in aviation. Many of the students participating in this program also assisted in the B 17 Yankee Lady Tour in July and greatly impressed the crew from Detroit.

B 17 Yankee Lady Tour - In July of 2010, the B 17 Tour, sponsored by Lileks Oil, offered many rides during their short two-day tour at Fargo and brought many veterans and their families to the museum.

Movement of the Wright Flyer - The movement of the Wright Flyer from one end of the museum to the other is no easy task, however, the EAA 317 chapter and museum volunteers gathered to perform just that task. The relocation of the Wright provides a much greater opportunity to study the engineering design and provide enhanced education opportunities.



Sesame Street Visits the Fargo Air Museum

The Fargo Air Museum hosted a "Meet and Greet" with Sesame Street for local daycares, plus a Friday evening open show tour sponsored by Odegaard Aviation.



Korea Memorial Exhibit - The six-week Korea Memorial Exhibit at the Fargo Air Museum included Korean era flying aircraft. The aircraft on display were a T6, P 51 Mustang, Bell Helicopter and the L 19 Bird Dog. North Dakota Military Vehicle association vehicles and a Korean photo exposé from Korean Veteran, Tom Askland, were also on display.

North Dakota Air National Guard (NDANG) Pilot for a Day Luncheon

The NDANG Pilot for a Day program included a luncheon for family and friends of a child at the Fargo Air Museum.

C 27J Spartan Tour - The NDANG will take on the new mission of C 27J Spartan Tour in 2013. Darrol Schroeder provided a tour to the Italian flight crew at the museum.

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Aviation Education in North Dakota

NDAC

By Kelby Hovey, Aviation Education Coordinator
ND Aeronautics Commission

Aviation. For those of us who were introduced to the freedom, mystique and excitement of flight at an early age, life without an airport just doesn't make sense. Saturday morning hangar talk, airport fly-ins and airshows have become a way of life.

A new season has emerged. Computers, video games and text messaging pique interest. The 'magic' of flying occurs while engaging in Microsoft FlightSim, rather than breathless aerial views of picturesque sunrises and sunsets. We, as aviators, have both a tremendous responsibility and a great opportunity to promote the common love that we share – aviation.

Innovative minds and generous donors have bestowed upon North Dakota both an outstanding collegiate aviation program and an expanding high school curriculum. Additional programs, the Real World Design Challenge and Growing Aviation in North Dakota, encourage ingenuity and initiative. The International Aviation Art contest inspires creativity. Future endeavors include an Adopt an Airport/School program and implementation of aviation-related activities into the grades K-12 syllabus.

Despite current efforts, individually and collectively we can do more. Each one of you has a story to tell and a passion capable of igniting interest in youth across the state. I look forward to partnering with every one of you in an attempt to spread the joy and spirit of aviation around North Dakota.

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Happy New Year from the Dakota Territory Air Museum

By Warren Pietsch, NDAAM



The Dakota Territory Air Museum (DTAM) had a wonderful year in 2010. The museum's season started in mid-May, as the school year was coming to a close. Busloads of school kids visited the museum on field trips and experienced the vast array of displays and exhibits throughout the facility. School field trips have been increasing yearly, and this year was no exception. Approximately 50 school tours were given at the museum this year.

Shortly after entering the museum, the kids saw a detailed full

scale replica of the Wright Flyer. Glenn Blackaby, the museum's curator, soon had the kids reliving the experiences of the Wright brothers from early development of the Wright Flyer in their bicycle shop through their first flight at Kitty Hawk, North Carolina. Throughout the museum tour, the kids found things to excite and educate them, ranging from the dozens of airplane models hanging from the ceiling to the numerous showcases highlighting aviation memorabilia, including military uniforms, antique aircraft instruments, vintage radio equipment, early airline hospitality items and more. As they walked through the hall to the main aircraft hangar, they saw numerous paintings done by Scott Nelson from Solen, each depicting a unique WWII story of a North Dakota veteran. The children were delighted at this unique and very interesting history that may not be seen anywhere else.

Once they moved into the main hangar of the museum, they saw aircraft of many eras and types. Over 40 aircraft types, including a very rare WWII Japanese Zero, are on display at the museum. What a great learning environment DTAM is for youth of all ages. There were many positive and enthusiastic comments about the museum from students and teachers alike.

This spring, Warren Pietsch piloted a 1942 A6M2 Zero, believed to be one of three flying in the world, to Minot Aero Center and on to the museum. This aircraft, rebuilt by Gerry Beck at Tri State Aviation in Wahpeton, first flew in 2004, and

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has been on display at the Fargo Air Museum during the last few years. The Zero, which is a naval version with folding wing tips to accommodate its movement on the Japanese Aircraft carrier elevators, has been on display at DTAM most of the summer. It was a featured aircraft at Warbird Review during the 2010 EAA Air Venture in Oshkosh. The Zero brought forth a large number of new visitors to the museum. While this rare aircraft is a significant part of aviation history, there is certainly mixed reaction from much of the public, due to the many American lives that were lost at the hands of Zero aircraft during WWII.

The DTAM kicked off its 14th annual sweepstakes on April 1, 2010. This is a major annual fundraiser for the museum. On August 22, Chuck Doyle of Webster, Minnesota was named the lucky winner of the sweepstakes and the grand prize – a highly desirable 1942 Piper J-3 Cub! Congratulations, Chuck! We expect to announce our 15th annual sweepstakes by April 1, 2011. Stay tuned!

On Saturday, September 11, DTAM hosted its 2nd annual USO show at the museum, featuring a 1940s swing band, with dancing, singing, food, beverages and a silent auction. Adding to the fun, attendees were encouraged to wear 1940s era dress. Last year's event was a huge hit, despite pouring rain. Fortunately, this year's event had great weather, and our expectation is that this event will continue to grow bigger and better in years to come. Information and details on upcoming events will be posted on the DTAM website when dates are confirmed.

Finally, late breaking news! As we closed for the winter months, the Dakota Kid II, a beautifully polished 1945 P-51D Mustang that has graced the museum with its presence for many years, has been sold. Hank Reichert of Bismarck sold the Dakota Kid II to Mr. & Mrs. Ed Bosarge from Houston, Texas. It left Minot to be displayed at the air show Wings Over Houston 2010 in late October. The good news is that the Dakota Kid II will continue to be based out of the DTAM during the museum's open months for years to come.

Just a reminder—DTAM is a 501c3 non-profit organization. Contributions in cash or material are tax deductible.

All in all, 2010 was a great year for DTAM. Hopefully, you'll include a visit to the museum in your plans for 2011. We think that you'll be entertained and surprised at the variety and quality of displays.

FAA AIRCRAFT RE-REGISTRATION

The Federal Aviation Administration has issued its Final Ruling regarding the Re-Registration of all U.S. Aircraft, by amending 14 Code of Federal Regulations, Part 47, as published in the Federal Register on July 20, 2010, page 41968. The Rule went into effect October, 2010, and requires the three year re-registration of aircraft, at different assigned dates, by the aircraft owner. Failure to comply with the new Re-Registration rules will result in the cancellation of your registration and loss of your assigned N-number. Also, failure to comply will likely be in violation of both your aircrafts insurance and finance agreement. The results of losing your N-number could cost thousands of dollars in requalification and hours of unwanted stress.



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MET Tower Update

By Matt Hovdenes

North Dakota Agricultural Aviation Association (NDAAA)

In the previous edition of the *North Dakota Aviation Quarterly*, Meteorological (MET) towers and the safety issues associated with them were explained. The main issue is that these towers are almost impossible to see, and there is currently no regulation, or even recommendation, that these towers be marked or painted as is required of taller towers. MET towers have become a significant safety risk with recent development of wind energy in the Midwest. Here is a brief update on what has been done recently to try to get MET towers marked and give aviators the best chance to see them.

Out of many meetings and e-mails, there is movement on this issue on two fronts; state and federal. On January 5, the FAA came out with a proposed revision to Advisory Circular; request for comments. Keep in mind that this is for an Advisory Circular (A.C.), which is not regulatory. The proposal generally recommends that MET towers should have the following minimum markings:

- The tower should be painted alternating red and white.
- There should be marker balls or flags on the guy wires.
- They are also considering putting high visibility sleeves on the outermost guy wires near the ground.

The proposal can be viewed at www.regulations.gov by searching with the proposal's docket number, FAA 2010-1326. There is a thirty-day comment period for this proposal. Please view this proposal and make comments. You can make comments either

electronically or by mail. If you choose to make comments by mail, the address is:

Docket Operations, M-30
U.S. Department of Transportation,
1200 New Jersey Avenue, SE.,
West Building Ground Floor, Room W12-140,
West Building Ground Floor,
Washington, DC 20590-0001

In addition, the NDAAA is working with state lawmakers to write a bill proposal to require marking of MET towers within the State of North Dakota. Hopefully, that bill will be drafted soon and can be moved forward to a vote.

While many people are working hard to get MET towers marked so they can be safely seen, it will take all aviators in the state to keep an eye on this issue and to voice your opinion at the appropriate time to the appropriate local legislator, or in the case of the federal proposal, the FAA. That appropriate time is NOW.

"That appropriate time is NOW. It is very important that your comments be heard."

It is very important that your comments be heard. The A.C., and possible state legislation sound good, but we need to remain determined to see it through. It will take everyone's comments and support to bring this safety issue to a positive resolution.

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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 by advocating for aviation and sponsoring and organizing annual training for airport operators as part of the Upper Midwest Aviation Symposium. AAND's Executive Committee and Regional Representatives reflected on topics and planned a solid program for the 2011 symposium. The program will make a positive contribution to the professional knowledge level of those who attend.

AAND topics will include presentations about the positive impact of aviation; marketing tools to promote airports; FAA and State Aeronautics Programs; the future conversion of all FAA grant eligible airports to Geographic Information Systems (GIS); Airport Layout Plans; an overview of Safety Phasing Plans; pavement maintenance best practices; GPS approaches; new security requirements on the horizon for GA Airports; Wildlife Assessments at GA Airports; a report on commercial air service; and two prominent speakers. We have invited Governor Jack Dalrymple to attend and present on the role of aviation in North Dakota. National Association of State Aviation Officials (NASAO) President, Henry Ogrodzinski, will also speak on state and national aviation issues. The popular round table sessions will again be

AAND

broken into GA and Air Carrier programs to keep them applicable to the interests of both groups. As always, we will conduct our business meeting and elect our officers and regional representatives.

Three briefings that I recommend airport operators pay particular attention to are FAA and State Grant Funding programs and GIS Airport Layout Plans. The FAA will cover the latest hot topics, including information about a funding program that remains in flux. The North Dakota Aeronautics Commission presentation is always informative and relevant to airport operators. A topic of interest for listeners is that the Commission's budget is being considered by the legislature this year, which will impact state programs and grants. GIS Airport Layout Plans will soon be required to receive FAA grant funding and will require conversion of existing layout plans for all FAA grant eligible airports. All of these presentations will be of interest to airports.

I want to note that the FAA has moved forward with actions to hire the open Bismarck Airports District Office (ADO) Manager position. This important position supports North and South Dakota airports with many important actions, including grant funding. It is likely we can all welcome the new ADO Manager at the symposium.

I encourage all AAND members to attend the 2011 Upper Midwest Aviation Symposium. See you March 6-8 in Minot.

Fargo AirSho gets ready for big year!

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Beth Lucy of Lake Forest, IL died peacefully October 26, 2010 at the age of 90 at her home in Lake Forest Place.

She was born December 26, 1919 in Kansas City, Missouri. Beth was appointed to the Jamestown Airport Authority in 1978 and served as its chairperson. Beth was chief flight instructor and chief pilot at Comet Aviation, which she and her husband, Bob, owned from 1968 to 1978. She held ratings as an instrument flight instructor and multi-engine pilot. In 1971, Beth became a flight examiner for the Federal Aviation Administration, which named her Instructor of the Year for the Rocky Mountain Region in 1975. During her flying career, Beth was active in The Ninety-Nines, an international organization of licensed women pilots.

Monroe Chase passed away Sunday, Nov. 21, 2010, at the Medcenter One Care Center. Monroe's occupation consisted of farming and Caterpillar contract work until going into the aviation business as an aerial applicator and aviation sales. The aviation business began on the Chase farm when Monroe and brother, Bob Chase, and their father, Herbert Chase, purchased a Luscombe airplane together in 1950. The Chase Aviation Business was operated at the farm until it was moved to Mandan in 1962. Monroe was a very accomplished pilot and logged in over 21,000 hours in the air.

Carlton F. Levorsen, Elgin, passed away at his home on Oct. 9, 2010. In 1946, Carlton became the youngest person in North Dakota to secure his pilot's license at the age of 16. One

Eternal FLIGHT



of his favorite pastimes was flying his airplanes, buzzing the area and surprising unsuspecting people. He enjoyed his last flight on Labor Day weekend.

Tom Mitchell, 51, West Fargo, ND took his final flight on Monday, November 1, 2010 near Baraboo, WI while pursuing his passion of flying. After graduating in 1986, he was commissioned as a 2nd Lt. in the US Army. The Army gave him the opportunity to pursue his dream in aviation. He served in Korea and later the Gulf War. He served in the ND Army National Guard where he returned to his passion for flying. Tom retired from the military in 2007 and worked in Baghdad, Iraq for Blackwater Aviation and currently for Dyncorp.

James L. Taylor died Oct. 28, 2010 at Good Shepherd Home in Watford City. In 1939, he was one of 10 students to enroll in the first Civilian Pilot Training Program sponsored by the college, and he earned his private pilot license. In January 1941, Jim enlisted in the United States Naval Reserve as a Naval Aviation Cadet. He served throughout World War II in many capacities, including flight instruction and managing flight deck operations as a V-1 Division Officer aboard the aircraft carrier USS Bunker Hill in the Pacific theater. After World War II, Jim remained in the Naval Reserve flying transport aircraft in the United States. He participated in the Berlin Airlift in Germany as a Naval Liaison Officer. Taylor was an active pilot throughout his life. He passed on his love of flying to his sons and grandsons, among others.

Eugene Schantz, 81, Glen Ullin, passed away Dec. 7, 2010, at Medcenter One, Bismarck. Eugene was a licensed pilot for over 40 years and treasured his J3 Piper Cub, which he continued to fly until last year. Eugene was an active member of the Glen Ullin Airport Board.

Johnny Klingenberg, age 86, passed away on December 25th at his home in Jamestown. Johnny served on the Jamestown Airport Authority Board of Directors for 15 years, many of which he served as Chairman. He was instrumental in getting the Jamestown Airport designated as a Regional Airport and recently spearheaded the drive to construct a new passenger terminal.



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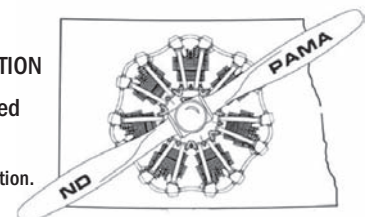
If you will be attending UMAS to receive IA renewal credits, be sure to bring your 2010 IA seminar attendance punch card for FAA onsite endorsements.

And remember ...

GORDON SCHOLARSHIP APPLICATION

Applications must be postmarked by January 31, 2011.

Got to www.ndac.aero for more information.





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FLY-IN GALLERY

UP IN THE AIR - Bowman Pack 27 Cub Scouts took to the skies on Oct. 16 with the help of pilots Stan Pope and Rodney Schaaf (1st and 2nd grade den leader). They got lessons on weather patterns, how to read maps and how to check the planes before takeoff. They then took off from the Bowman Airport and flew to White Butte and back. It was a very memorable day for them! Back row, from left, pilots Stan Pope and Rodney Schaaf; Middle row: Brendon Rasmussen, Devon Hestekin, Chandler Miesaloski, Eli Heyen, Dale Skalicky, Kyle Bucholz, Cole Schmalz and Ben Phelps; Front row: Cory Janovsky, Joshua Buchholz, Clay Schmalz, Ricky Schaaf, Clayton Miesaloski and Alec Kolden. *(Courtesy photo)*



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