

NORTH DAKOTA AVIATION QUARTERLY



Issue #12

NDAC

July, 1990

Successes Realized With Aerial Cloud Seeding

Bruce A. Boe

Director - ND Atmospheric Resource Board

Preliminary studies using the North Dakota Agricultural Statistics published by North Dakota State University found a 2.3% increase in harvested wheat acres along with a 6.5% increase in wheat yields within the Atmospheric Resource Board's Cloud Modification Project (NDCMP) areas. The wheat statistics were broken down into project and control areas for 16 NDCMP years and 17 pre-NDCMP years. The project area consisted of the total acres planted to wheat in Bowman, Slope, Hettinger, McKenzie, Mountrail and Ward counties (approx. 1.2 million acres per year), while the control area consisted of the total acres planted to wheat in Sioux, Grant, Morton, Stark, Golden Valley, Billings, Dunn, Mercer, Oliver, Emmons, Burleigh, Sheridan, McHenry, Bottineau, Renville, Burke, Divide and Williams counties (approx. 2.3 million acres per year). In the pre-NDCMP years the study found that the project area, on the average, harvested a smaller percentage of planted acres with little difference in average yields than did the control area. The study found that the project area harvested a greater percentage of planted acres during the NDCMP years, along with an average increase in yields, as compared to the control area.

The comparison of pre-NDCMP and NDCMP statistics establishes the historical relationship of the project and control areas, essentially screening other factors which might be thought to be responsible for yield changes (such as farming practices, insect and disease damage, and improved wheat varieties).

If you have any questions or need more information please feel free to call James Jung at the Atmospheric Resource Board, phone 224-2788.

THE GREEN GRASS OF HOME

*Bob Simmers, Chairman
ND Aviation Council*

I recently had the privilege, as many pilots do, to get some quality cross country time. In true pilot style, the trip was scheduled, planned, and executed flawlessly. The weather even cooperated perfectly. The destination was coastal California, and hold for 3 days. How perfect!!

This was particularly exciting for me as our destination was about 100 miles from Oakland where I have a son in the Navy. That also worked ideally for he is stationed on a supply ship that happened to arrive in port about 4 days before our scheduled arrival and was scheduled to depart port about 3 days after our departure. The timing was impeccable. It allowed my son and I some quality time together. It was terrific.

As we (the flight crew) navigated out

of North Dakota, across the mountains, salt flats, and deserts, (tough job with loran) to the coast, we often turned to each other and were both absorbed by the same thought; how useless. The mountains were beautiful and peaceful, but they were not North Dakota. The salt flats were colorless and unproductive, the deserts were endless and desolate, and the coast was crowded. Then on to the hustle and bustle of the overcrowded cities.

As we returned, we knew why we had chosen to commit to aviation in North Dakota. Because when it rains, it's beautiful, busy, and productive. It offers a quality of life that is matched by no other place in America.

It's always fun to leave, and it's always refreshing to explore. But it's always great to come home. I hope that fellow aviators will have time to look over North Dakota from the air. It is beautiful this summer.

But, You Can Charge It

*William A. Hamilton, Ph.D.
National Syndicated Columnist*

The federal government is talking about putting its entire operation on a user-fee basis.

"Good morning, Sir, and welcome to the Kansas City Federal Building," announced the receptionist.

"Thanks," I responded. "Where's Social Security?"

"Twenty-five cents, please."

"Twenty-five cents? You charge for information?"

"Everything's on a user-fee basis, now."

"Read my lips. I'll find my own way."

"Lip reading. That's 25 cents more. Takes extra training, you know."

Once at Social Security, I had to pay a dollar for each question I asked about my

account although they were running a special of 12 questions for \$10. But when I got into my airplane to fly home, things really got out of hand.

"Lincoln Approach, this is N1234," I called on the radio.

"N1234, Lincoln Approach, over."

"N1234 is over Pawnee City at 8500 feet for landing Lincoln, requesting a practice ILS approach to runway 35 Left, over."

"Roger, N1234. Radar contact. The fee for ILS 35 Left is twenty-five dollars. Over."

"Whadda you mean, twenty-five dollars? Over."

"It's our new user-fee system. If you use the full Instrument Landing System

(Cont. on next pg.)



ND 99's NEWS

Dianne Herr, Secretary

In April the North Dakota Chapter of 99's were hosts to a joint meeting with the Montana and Wyoming Chapters in Spearfish, SD. The three chapters began planning the 1991 Sectional Meeting which will be held in Bozeman, Montana.

The states of Alaska, Washington, Idaho, Oregon, Montana, Wyoming, and North and South Dakota with membership of approximately 500 lady pilots in 22 chapters make up the Northwest Sectional. The annual three day event is well attended by the membership. A number of area 99's will be flying to Seattle in August to attend the 1990 meetings hosted by the Greater Seattle and Western Washington Chapters.

The International organization of The Ninety-Nines also has an annual convention. The beautiful Las Vegas Hilton with its superb convention facilities will play host to the 1990 convention July 18-22. Local 99's member, Dianne Herr of Turtle Lake will be the Chapter delegate.

Our monthly fly-in and business meetings are scheduled for the third Saturday of each month. Em Lasky (232-5278) will be our hostess at the July 21 meeting at her summer cottage in Detroit Lakes, Mn. On Saturday, August 18 we will fly to the beautiful International Peace Gardens for our 11:00 a.m. meeting and picnic. All North Dakota women pilots and student pilots are welcome at our meetings. Pack a picnic lunch and come have fun with the 99's!!

But You Can Charge It (Cont. from pg. 1)

(ILS) approach, it's 25 bucks. Over."

"How in heck am I supposed to pay this ridiculous fee from up here? Over."

"We take VISA, MasterCard, Discover, but not American Express. Over."

"Look, since the weather is still pretty clear. What if I don't use the glide slope part of the ILS and only use the Localizer, the directional part? Over."

"The Localizer is only twenty dollars. The VOR approach is 15 dollars if I assist you with radar vectors but only ten dollars if you do it by yourself. Over."

"Is that the best deal? Over."

"Actually not. Our non-directional beacon (NDB) approach is hardly ever used so we're running a special on NDB's this week. Three for five dollars. Over."

"Look. Forget the instrument approaches. I'll just do the approach under Visual Flight Rules (VFR) and not bother you. Over."

"You will have to talk to the control tower for final clearance to land and that will be five dollars. So, in any event, I'll need: type of credit card, card holder's name, credit card number and expiration date. Over."

"You want me to broadcast my credit card number over the radio? You're nuts. Over."

"Actually, Sir, you don't have much choice, now. A storm front just moved in over Lincoln and the field is under Instrument Flight Rules or IFR. Over."

"How about Eppley Field over in Omaha? Over."

"I should charge you for this information, but Eppley's still VFR. Over."

"Okay, hand me off to Eppley Approach. Over."

"Certainly, however, Omaha just sold Eppley Field to a private company. You'll have to get permission to land from them. The frequency is 122.2. Over."

"Good Day, Lincoln. Omaha Approach, this is N1234 on 122.2. Over."

"N1234, Omaha Approach, Inc. Over."

"N1234 needs a visual approach to Omaha Eppley. Over."

"Do you have a reservation? Over."

"Reservation? Are you running a hotel or an airport? Over."

"Since we went private, we only accept arrivals by prior reservation unless, of course, you are willing to pay our non-reservation surcharge. Also, we only take American Express. Over."

"Okay, I've got American Express. Look, Lincoln's socked in, the weather's starting to close in here, I'm approaching my legal fuel reserves and I need to get down. Over."

"What type of aircraft are you, N1234? Over."

"A Cessna 182. Over."

"I'm sorry N1234, we only except Boeing 737's and larger. Over."

"I'm declaring an emergency! Over."

"No reservation plus emergency charge. That's \$500.

"Look, I'll pay. Just get me down and I'll even buy you a cup of coffee. Over."

"Roger. If you take cream, as I do, two cups will come to \$2.25. But, I can add it to your bill. Over."

"@#%&*@!"

CALENDAR OF EVENTS

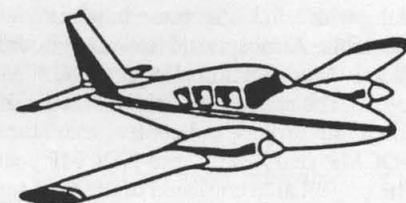
July 21 North Dakota Chapter of 99's Meeting
Detroit Lake, MN, Contact
Em Laskey at 232-5278

Aug. 18 North Dakota Chapter of 99's Meeting
International Peace Gardens
Contact Gwen Vasenden
at 218-945-6828

Aug. 25 & 26 EAA/Casselton Airport Fly-In
See related story in this issue for more info

Sept. 8-9 .. Friends' & Neighbors' Day
Performance by Navy's Blue Angels
Grand Forks Air Force Base

Sept. 28 & 29 Minot Airshow
Featuring the Canadian Snobirds,
Pietsch Family Air Shows,
F-18 & F-5 Demonstrations,
Statics-World War II War Birds
& More. For further info
call 852-4092.



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FROM THE DIRECTOR'S CHAIR

Gary Ness, Director
ND Aeronautics Commission

Can Aviation keeps its head above the waves? As aviators set and hangar fly, many topics come up. Aircraft, repair, insurance costs or just the cost of the aircraft themselves. Airport Authorities and management wonder how the costs of airport repair and maintenance got so far out of line compared to the past. The media takes every opportunity to headline a story for the most impact.

Case in print: A Bismarck Tribune headline "Flight of Tears Hovers Over City". Due to an unforecasted thunder storm build up, a Delta flight from Salt Lake City was held for 45 minutes before making an approach into the Bismarck Airport. Needless to say, the ride was not smooth. A Trib reporter took it upon herself to question the decision making ability of a seasoned Captain. It seems strange that a "cub" reporter can always question someone else's experience but heaven forbid if you question their abilities. Remember the first amendment gives the press a license to be self proclaimed experts. Well, this is a publication with that same amendment attached. It is a shame that the press we support by buying advertising and subscriptions can not use the sense given a cow and evaluate a situation logically, and cover a story. If an airline holding for 45 minutes is a story, cover it correctly without using editorial license to show the lack of knowledge they possess. The sad fact is that only those in aviation realize the stupidity of the reporting and the general public believes what is written.

Now that I have "bitched" what can be done? Very little, yet, a whole lot. We can educate those that read the papers by having aviation related open houses and one on one talks with those people who buy advertising, relating to them the value of aviation to a community and the safety fac-

tor of aviation in comparison to other forms of travel and commerce generating transportation.

We all have a life long love of aviation to spread to those that have no knowledge. Share it with them. The investment and contribution aviation has made to our communities has to be shared.

Airport open houses, fly-ins, air shows or just taking the local leaders on a tour of the area will go a long way in the knowledge transfer that is needed. Open the fence and let the learning begin.

PAN AM WEATHERMATION

Roger Pfeiffer, Asst. Director
ND Aeronautics Commission

Pan Am Weather Systems are working and more pilots are using the service each month. This past month I have received zero complaints in this office of lost flight plans. It appears to be working very well.

Over 10,000 hourly SA reports were requested with over 4,000 terminal reports requested. Over 250 flight plans were filed. The home modem user is reporting that it is very easy to use and has been accessed over 3,000 times. Most pilots commented that the hard copy they are able to take with is a very nice item and becomes an important part of their flight planning. The prog charts and radar summary are also being used more now. The flight planning PFP or Fly item is receiving high usage and is a feature pilots really like and use.

No system is perfect, so if you see some errors or need more information, please contact Pan Am at 1-800-367-6602 or this office at 701-224-2748. The system is there for you to help in planning a safe flight. If you are in doubt on anything or need more information, we advise a call to your AFSS to discuss your flight with a weather briefer.

Another unit will be installed in the new Grand Forks general aviation area at Grand Forks on July 25, 1990. The phone number will be published at a later date.

AIRCRAFT AND AERIAL SPRAY FEES DISTRIBUTED

Mark J. Holzer, Planner, N.D Aeronautics Commission

The N.D. Aeronautics Commission in late June mailed to County Treasurers the 1989 aircraft registration and aerial spray fees. The distribution formula on aerial spray fees is 50% county share and 50% to the State General Fund. Aircraft registration fees are paid 75% back to the County and 25% to the State General Fund.

The County Treasurer, after receipt of funds, passes the revenue to the municipality or Airport Authority operating the airport in the County. Where more than one airport is within a county, the fees are prorated on the same ratio of the assessed value of each municipality. If no public airport exists in a county, then the funds are retained in a separate fund for future airport purposes.

A sampling of fees remitted are shown in the chart.

1989 COUNTY DISTRIBUTION SAMPLING

COUNTY	REGISTERED AIRCRAFT	COUNTY 75% SHARE	SPRAY AIRCRAFT	COUNTY 50% SHARE	TOTAL FEES
ADAMS	33	\$ 916.13	9	\$ 67.50	\$ 983.63
BARNES	46	1,051.13	8	60.00	1,111.13
BOTTINEAU	43	1,044.00	12	90.00	1,134.00
BURLEIGH	92	2,732.78	2	15.00	2,747.78
CASS	261	7,200.87	46	345.00	7,545.87
GRAND FORKS	231	3,918.45	20	150.00	4,068.45
MCHENRY	32	777.75	10	75.00	852.75
MCLEAN	46	1,000.35	5	37.50	1,037.85
MERCER	25	568.88	3	22.50	591.38
MORTON	32	803.33	5	37.50	840.83
MOUNTRAIL	24	508.88	9	67.50	576.38
PEMBINA	50	1,412.63	17	127.50	1,540.13
RAMSEY	36	1,039.50	13	97.50	1,137.00
RICHLAND	58	1,668.38	17	127.50	1,795.88
STARK	20	485.25	1	7.50	492.75
STUTSMAN	66	2,024.81	17	127.50	2,152.31
WALSH	39	1,033.88	9	67.50	1,101.38
WARD	129	2,996.81	10	75.00	3,071.81
WILLIAMS	75	1,962.94	16	120.00	2,082.94

Flight Crew Attends Postmaster's Convention

*Dianne Herr
Postmaster Coordinator*

"Hangar talk" is a term we usually reserve to describe the conversation exchanged between aviators regarding their past experiences. Recently "hangar talk" was common place among a number of North Dakota Postmasters who reminisced and proudly reconstructed their part in last summer's Centennial Air Mail Flight.

A booth was set up to display the framed cachets at the postmaster's state NAPUS convention which recently convened in Devils Lake. This generated a number of stories regarding the historical flight to their cities. The Postmasters reenacted the sounds of the Stearman's engine as the pilots buzzed the towns; the enthusiasm of the children and city-folk who flocked to the airports and the memories of mail service using horse and buggy, Model A's, railroads and, of course, the airplane.

For the Postal Service, the final chapter in the Air Mail Flight came at the Convention with the guest appearance of Helen Walkinshaw, pilot; Warren Pietsch, project originator; and Gary Ness, project promotor and Director of the North Dakota Aeronautics Commission. As representatives of the sponsoring flight organization (Dakota Territory Air Museum), these outstanding participants again expressed their appreciation to the Postal Service and the many individuals from the 100 certified public-use airports who willingly took part in this historical event.

Once again, thanks to the Dakota Territory Air Museum for their fore-sight to promote our state's general aviation segment in such an innovative way.



Jim Herda and Lawrence Knoke of the Devils Lake Airport with the framed cachets promoting the Dakota Territory Air Museum at the postmaster's state convention in Devils Lake.



Gary Ness addressing the recent postmaster's state convention together with Dianne Herr, Warren Pietsch and Helen Walkinshaw.

AAND NEWS

*Micheal Monson, Co-op Trainee
New Rockford Airport*

Last year I learned about the Cooperative Education Program offered to students at UND. I started out just wanting information on internships offered to aviation students, but a Cooperative (CO-OP) Education Program offers more than just a summer job. The program combines applicable learning with academics giving the student an opportunity to learn and obtain practical experience through productive employment under realistic and competitive circumstances prior to gradua-

tion. All jobs must receive department approval, because students receive college credit for the work. Students also get paid for their work, unlike most internships.

The management trainee position at the New Rockford Airport was one of the positions offered by the (CO-OP) program. The position was just what I wanted. Working for a small airport like this has given me the opportunity to get practical experience in airport operations. Erling Rolfson who is the manager of the New Rockford airport, and the president of the Airport Assoc. of North Dakota (AAND) has been working hard over the last several years through AAND to get this type of program established and it is now becom-

ing a reality.

The main duties that I have are to update the airport lease agreements with the ag-operators, hangar leases, and other records. In addition to these duties Erling has given me other learning opportunities including two days at the State Aeronautics Commission in Bismarck to learn how the staff operates and the ways they help the airport manager in his job. I will also be spending a couple days with Greg Haug, manager of the Williston airport to see how he operates that airport.

This job has given me a great start in my aviation career. I am learning a great deal this summer about the operation of an airport and hope to learn more.

WASTE DISPOSAL SITES

Robert A. Huber
Supervisor - MN/ND Section
FAA - Airports District Office

Landfills, garbage dumps, sewer or fish waste outfalls and other similarly licensed or titled facilities used for operations to process, bury, store or otherwise dispose of waste, trash and refuse will attract rodents and birds. All of these are undesirable and potential hazards to aviation since they erode the safety of the airport environment when located on or near airports. While the chance of an unforeseeable, random bird strike in flight will always exist, nevertheless, it is possible to define conditions within fairly narrow limits where the risk is increased. Such high-risk conditions exist in the approach and departure patterns and landing areas on and near airports. The number of bird strikes reported on aircraft is a matter of continuing concern to the FAA and to airport management. Various observations support the conclusion that waste disposal sites are artificial attractants to birds. Therefore, disposal sites located in the vicinity of an airport are potentially incompatible with safe flight operations.

Sponsor assurances in grant agreements require that airport sponsors take appropriate action, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations. Airport owners need guidance in determining when a land use is incompatible, therefore, the Federal

Aviation Administration recently issued revised Order 5200.5A, *Waste Disposal Sites On Or Near Airports*. This Order indicates that waste disposal sites located within 10,000 feet of any runway end used or planned to be used by turbine powered aircraft or within 5,000 feet of any runway end used by piston powered aircraft are considered incompatible land uses. Also, any waste disposal site located within a five mile radius of a runway end is considered an incompatible use if it contributes to bird movements into or across the runways and/or approach and departure patterns of aircraft. Waste disposal sites considered to be incompatible are to be eliminated. A recent comment by Colonel Leonard L. Griggs, Jr., FAA's Assistant Administrator for Airports, is an indication of FAA's determination in this matter. The Colonel said, "Let there be no doubt in anybody's mind that the 5,000 foot and 10,000 foot criteria for sanitary landfills are sacrosanct."

Copies of FAA Order 5200.5A have already been distributed by the Bismarck FAA Airports Field Office to all North Dakota airports with air carrier service; anyone else interested in obtaining a copy may request a copy from the Airports Field Office. We all need to put forth our best efforts to eliminate these waste disposal sites where they already exist near airports and prevent future ones from being sited near airports.

Airport Grants Issued

The North Dakota Aeronautics Commission on June 8, 1990 approved 22 airport matching grants to secondary airports across North Dakota totaling \$170,311. Those airports receiving up to 50% matching grants for maintenance, safety and improvement projects in 1990 are:

1. Barnes County	\$ 3,000
2. Bowman	1,750
3. Cando	30,000
4. Cavalier	20,000
5. Dickinson	1,800
6. Drayton	20,000
7. Edgeley	2,725
8. Ellendale	4,000
9. Harvey	1,326
10. Lamoure	2,500
11. Leeds	1,162
12. Lisbon	7,226
13. Mandan	1,320
14. Mayville	10,000
15. Napoleon	811
16. New Town	30,000
17. Pembina	5,660
18. Rugby	2,000
19. Stanley	1,120
20. St. Thomas	3,921
21. Wahpeton	10,000
22. Washburn	10,000
TOTAL - \$170,321	

Requests from 31 airport communities totaled \$775,281 but due to limited resources, only 22% of the dollar requests were approved.

The revenue for these grants is from a 4% excise tax on the selling price of aviation fuels sold in North Dakota. These revenues have decreased 55% since 1981.

Mechanics Safety Seminars

Joseph F. Souza
Aviation Safety Inspector
Fargo, FAA/FSDO

The Fargo FAA FSDO would like to see safety seminars offered that are geared to the mechanic. We feel that safety in the aviation community greatly relates to the maintenance performed on the aircraft. Most mechanics are safety conscious, but do have questions that need to be answered.

The FAA does offer numerous seminars for pilots which pertain mostly to operational safety. We feel that a safety seminar program for the mechanics throughout the State of North Dakota would be very beneficial to the aviation community.

If you, as a mechanic, would like to see such a safety program, please send your suggestions on what subjects you

would like to see addressed or any other comments you may have to our office.

FAA
Flight Standards District Office
1801 23rd Ave. N., Room 216
Fargo, ND 58102

Ten Rules Of Aviation

Courtesy of Flying Farmers

1. Do not bust your butt...
2. Do not let anyone else bust your butt for you...
3. Remember the pilot is always the first to arrive at the scene of the accident...
4. If in doubt...get out...
5. In instrument flying one peek at the ground is worth a thousand crosschecks...
6. Thunderstorms and ice are just like being pregnant...there is no such thing as just a little...
7. Forgiveness is easier to obtain than permission...
8. Remember airplanes fly because of Bernoulli not Marconi...
9. If a crash is inevitable hit the softest cheapest thing you can find as slowly as possible.
10. What you don't say you don't have to take back at the hearings...
11. Don't forget rule one.

REPORT UNSAFE AIRPORT CONDITIONS

Mark J. Holzer, Aviation Planner
ND Aeronautics Commission

Since the Aeronautics Commission will not be inspecting some 30 airfields in 1990, due to fiscal constraints, we are requesting your assistance. You are requested to report to our office any unsafe conditions observed at North Dakota airports, for example: cattle on runways, hay bales alongside runways, tall grass obscuring runway lights, pot holes in runways, vehicles parked near runways, etc.

What we can do then is act on behalf of all N.D. pilots to recommend corrections to the airport owner to eliminate or reduce liability for any unsafe conditions. You as an observer may remain anonymous and will always remain so in our correspondence with the airport owner. Call us at 224-2748.

NDAAA BRIEFING

Cynthia Schreiber-Beck, NDAAA

The ag aviators are all buckled into their airplanes, hopefully enjoying a safe season. There is not a hopper full of news to report but no news is good news!

Kirby Hahn was among the NDAAA representatives at the beekeepers meeting on June 8, 1990, in Jamestown. The general consensus of the NDAAA is that operator members intend to work with beekeepers but beekeepers must keep in mind that the sprayers are offering a needed service to the local growers and in order to stay in business must do timely applications when called upon.

The NAAA Directory is out. If you are a NAAA member and have not received your 1990 directory please contact the NDAAA Secretary.

A South Dakota based company is working on the powerlines running from Jamestown to north of Grand Forks. When working near these towers please be aware that the lines will be lowered for periods of time which would not permit an ag aircraft to fly under the wires. The workmen are also concerned about being sprayed or drifted on. If these workers are in your area, you can communicate with them by calling Mr. Loren Ross at 701-746-7186. Mr. Ross has a listing of operators and will contact those near the work area.

Senators Burdick and Conrad, and Representative Dorgan replied with letters to the NDAAA after receiving articles from the March issue of AGRICULTURAL AVIATION. The articles were Ron Deck's editorial and "Superbugs Hungry As Ever". These were sent at the suggestion of Warren Walkinshaw.

As an industry, please continue to promote ag aviation throughout the season. The public is keenly aware of the movements of agricultural aircraft but they do not understand the role ag aviation plays in the 'big' picture of agriculture. Make an attempt to turn all your general 'noise' or 'smell' complaint calls into an opportunity to educate the public about what you do.

FLY-IN

Bob Miller, Chairman & Manager
Casselton Regional Airport Auth.

EAA Chapter 317 and the Cassleton Regional Airport Invite You To Join Us In Celebration Of Flight, At The 1990 Upper Midwest Fly-In.

Saturday, Aug. 25th PM arrivals and evening activities.

1. Cook out; grills will be available for your food, or join us for burgers, beans, chips, etc. at modest charge. 6-9p hgr 4
2. Hangar flying and aviation videos. 5-9p hgr 4
3. R/C model demonstrations. on taxiway
4. EAA forums.
 - a. Aerobatic safety for private pilots- Jim Maroney
 - b. Homebuilt safety - Dave Kragness
 - c. TCAS and ATC - Bob Miller
 - d. to be announced 7-10p, hgr 7
5. Camping (bring your own tie-downs) water & electricity provided at Airport Camp Area or call Shamrock Motel 701-347-5217 for R.O.N.

Sunday, Aug. 26th, AM arrivals and all day.

1. Boy Scout Pancake Breakfast. 8-11p hgr 7
2. Boy Scout Noon Burgers. 11-1p hgr 7
3. Open flying (NO AIRSHOW, this is for us)
 - a. fun flying
 - b. homebuilts
 - c. classics (J-3 formations, ETC.)
 - d. parachute demonstrations, all day
4. Commercial exhibits.
5. Address by North Dakota Aeronautics Director, Gary Ness. 1:15p hgr 7
6. Awards
 - a. best homebuilt
 - b. best classic
 - c. peoples' choice

For more information contact Randy Vining (701) 347-4680.

Grand Forks AFB's 1st KC-135 Rededicated

Airman Basic Steven J. Merrill
42nd Air Division Public Affairs
Grand Forks AFB

A ceremony to rededicate a KC-135 aircraft known as the "Miss Grand Forks" was held here May 5.

"Miss Grand Forks," tail number 59-1457, was the first KC-135A delivered here 30 years ago. The aircraft, now a KC-135R model, was symbolically redelivered to the 905th Air Refueling Squadron for its rededication and to commemorate it as the first aircraft of its kind to land here.

The anniversary ceremony began with a crowd of about 25 people from the 905th ARS and the 319th Bombardment Wing's maintenance squadrons watching the plane land, as it did 30 years ago. On the ground, the air crew was greeted by Col. Larry Lomax, 319 BMW commander.

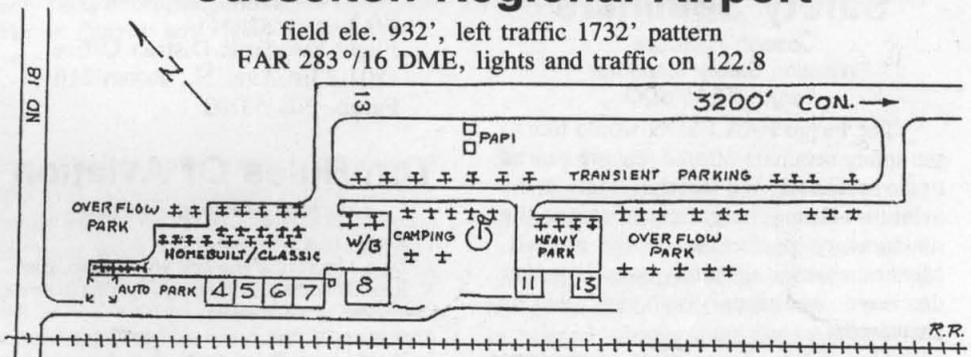
Several distinguished civilian visitors and members of the local media also witnessed the rededication, showing the close ties between the base and the city of Grand Forks.

Colonel Gary Jack, commander of the 905th, said the anniversary ceremony was intended not only to recognize the aircraft, but also the people who have helped maintain it.

"This rededication is a small gesture to recognize the outstanding work of the maintenance community," Jack said.

Casselton Regional Airport

field ele. 932', left traffic 1732' pattern
FAR 283°/16 DME, lights and traffic on 122.8



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