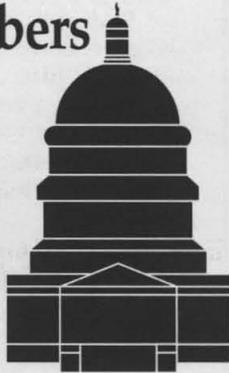


## ND Members of U.S. Congress 0 for 3 on Tort Reform



*Ron Saeger, NDPA*

As of the end of November, neither of our senators or our representative have agreed to cosponsor proposed "General Aviation Revitalization" legislation. Two hundred fifty-seven representatives and 36 senators have "signed on" to date. In fact, written responses from all three North Dakota members were noncommittal or against S.1458 and H.R.3087 which would limit tort claims to 15 years after an aircraft is manufactured or a new component is installed. One reason may be that any legislation of this type is adamantly opposed by the American Trial Lawyers Ass'n.

Representative Pomeroy stated that he is "generally hesitant to support reform measures of this nature" but might consider it if the time period was "commensurate with the foreseeable useful life of the aircraft at the time of manufacture." Isn't that where we are right now?

The senators' responses were quite vague and did not indicate any intent to support the legislation. Both were against previous bills on the same subject which had limits on cash settlement dollar amounts instead of time periods.

If you agree with 93 percent of AOPA's membership who support these bills, pick up your pen or phone and let our members of Congress know.

## Open Invite to Emergency Response Personnel

Consider inviting individuals from your area in emergency services to attend the General Session to be held on Monday, February 28, 1994 at 1:00 p.m. in Bismarck at the Radisson Inn. The session is being held in conjunction with the Upper Midwest Aviation Symposium.

Captain Al Haynes will be the session speaker. He was the captain on Flight 232 which crash landed at Sioux City, Iowa, on July 19, 1989. One hundred eighty-four people survived that crash landing. Captain Haynes will talk about the five main factors he credits for the survival of the 184 people: (1) luck, (2) communications, (3) preparation, (4) execution and (4) cooperation.

You are encouraged to bring or invite someone from your area involved in the fire department, emergency response team, hospital, ambulance or law enforcement. Individuals not registered at the convention may attend the General Session for \$4.00 per person.

Please RSVP Roger Pfeiffer at 224-4746 By February 15, 1994 with the number of additional personnel wishing to attend.



*Captain Al Haynes*

## Come "Fly With Us"

*Gordon Person, NDAC  
Chairman*

The annual NDAC convention program has been set to type in this issue! The council members have worked hard and fast to get this information and schedule ready for you! Many speakers have been scheduled this year covering many subjects. Everyone is welcome to attend any session regardless of sponsor. Remember the dates are — February 27th through March 2nd — at the Radisson Hotel in Bismarck. Be sure to get your room reservations in early as it should fill up early. Our exhibit area is almost full at this date and we are sure we will sell out.

Plan on attending the convention and visiting with all of us. Again, many thanks are in order for your council representatives, for their time, travel and dedication. Come "Fly With Us."



ND99 Norma Hellman, now living in Billings, Montana, had an integral part in the building of this Corben Jr. Ace.

## A Corben Jr. Ace is born ...

Our Corben Jr. Ace had its first flight on the tenth of September 1993, at Paradise Valley Airport, Nemo, South Dakota. We began construction of N99KH in September 1990 from blueprints from the Ace Aircraft Company, Chesapeake, WV. The original design is of 1930s origin by a man named O.G. "Ace" Corben. It was updated in the 1950s as a two place side-by-side open cockpit monoplane with a 27-foot wingspan. Its single seat version, the Baby Ace, was what helped launch the EAA on its meteoric climb to success.

My 49 1/2, Vern Kraemer, helped and encouraged me to build this as a way to work toward my A&P rating. Vern had previously built four homebuilts and claimed, at the outset, that this would be a good "learning" experience for me.

We are now in the process of test flying the Corben, a wonderful experience. After having spent so much time building the plane, it didn't seem particularly intimidating to get into it and fly. However, you do have a healthy respect for the term "test pilot" when you have no idea what to expect of your own creation. Fortunately, the plane handled well.

Written by Norma Hellman, N.Dak. 99's member.

## Scheduled Air Service In ND

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

The state's airline passengers are experiencing a "7-year itch" due to the "rash" of changes in air service. In 1979, the deregulation act stimulated new carriers and intrastate service such as Real West. Economic recession and competitive factors in 1986 created airline mergers and regional carrier declines. Today, in 1994, we have seen changes in majors such as United, Continental, Delta and American which announced their pull-out of North Dakota. By February 1994, Northwest will be the state's only jet carrier at Bismarck, Minot, Grand Forks and Fargo.

In October 1993, regional carriers phased in new or additional service. GP Express, a regional carrier, based in Grand Island, Nebraska, started new service for Bismarck and Minot to Denver. United Express, operated by Great Lakes Aviation of Spencer, Iowa, have 409 weekly departures (based on December 15th schedule) at eight airports in North Dakota. United Express has a fleet of 10 based aircraft and employs 135 personnel in North Dakota. The company plans to utilize 30-seat aircraft in the first half of 1994.

AirVantage provides regional service with a Minot-Bismarck-Fargo-Minneapolis route. In early December, Big Sky inaugurated Minot-Billings service connecting Montana cities to Northwest service at Minot.

The state currently has an excellent mix of regional and jet service for both in-state and out-of-state service to Minneapolis and Denver hubs. Fares in-state range from \$39 to \$51 one way. Out-of-state service averages \$320 round trip as the majority of travel is on discount tickets. Expect more changes in 1994 as competition factors will tend to increase service options for passengers in North Dakota.

## CALENDAR OF EVENTS

### February 23-26

Montana Aviation Conference  
Billings, MT, contact Debby  
(406) 444-2506

### February 27-March 2

Upper Midwest Aviation Symp.  
Bismarck, ND, contact Roger  
(701) 224-2748

### March 18-20

Phoenix 500 Air Race, Mesa, AZ  
(602) 941-0061

### May 6-8

MSPA Fly-In and Safety Seminar  
Ruttger's Lodge, Bay Lake,  
Brainerd, MN  
Contact Loren Schiebe  
(612) 477-6166

### July 28-August 3

Oshkosh '94, Oshkosh, WI  
(414) 426-4800 or  
SPA (301) 695-2083

### August 19-21

10th Annual Central Canada  
Seaplane Safety Seminar and  
Poker Run  
Dogskin Lake Lodge, Manitoba,  
in the center of Canada's best  
Walleyes & Northern Pike  
fishing  
Contact Dale De Remer  
(701) 777-3198 or  
SPA (301) 695-2083

## North Dakota Aviation Quarterly Official Publication of the

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## FROM THE DIRECTOR'S CHAIR

Gary R. Ness, Director  
ND Aeronautics Commission

As we read article after article in the aviation magazines and newspapers about the demise of general aviation, it has become apparent that, if we let the news dictate the direction, we will find the bottom of the proverbial barrel.

However, just look around. There are signs of positive life in the aviation industry. Oshkosh sets records every year in attendance of aviation and non-aviation types. The National Business Aircraft Association set a record this year in member and vendor participation. Likewise, Aircraft Owners and Pilots Association set an all time record at their annual meeting this year. Sun-in-Fun continues to create excitement in the southland every April. The Reno Air Race is growing with new technology emerging every year.

You will read many reports that tort reform and liability law reform will solve all our aviation ills. I support and strongly encourage both efforts to create a more favorable climate for the industry. With reform, it may find its way back to the greatness it once enjoyed.

We can pass legislation to limit liability claims, under certain conditions, to the first 15 or 20 years of an aircraft's life. We can change how the courts handle the cases that wander through the system. We can politically do just

that. Will it save general aviation? No! What will save GA is a low cost, low maintenance aircraft, ie; PA-11, PA-12, PA-18, Colts, Tripacer, 140, 150, 152, SkyHawk, Aeronca Chief, Taylorcraft, Luscom, and many more on the list. What do these birds have in common: Simplicity. Each and everyone had basic instruments and the ability to run cheaply and up-keep costs were minimal. The system at its Zenith was simpler, the desire was stronger, WWII Vets with the GI Bill fueled the system, and the discretionary dollar did not have the competition it has today.

The aircraft, like the automobile of today, is strongly affected by technology. All one really needs in an auto is, one each: speedometer, gas gauge, oil pressure gauge, temperature gauge. However, we are sold talking cars with digital readouts giving us far more information at a higher degree of accuracy than we could ever use.

In summary, I am saying tort and liability reform are two different issues. You will find more support for tort than liability reform from many political arenas. Even if each were passed with the exact wordage that aviation interest wanted, it would be two years or more before the effect would be felt. Then what would the industry build for the market? Would it be high tech that we still could neither afford nor traditionally fly around the patch with temp, airspeed, turnbank, RPM? Will the system accept this simplistic type of aircraft into today's air society? I know that we have one group, the EAA, that works very hard to encourage this type of aviation: but, will the great mass of aviation that needs to react positively rise up to join the simplistic revitalization of aviation?

Let's find out. Let's pass a revolutionary change in tort and liability. Let's step out and aggressively change the regulations that strangled our industry and make those changes that are necessary. We make speeches and posture, and the alphabet groups in Washington have played ping-pong long enough; lets do it.

Write your congressman, your professional group, the trial lawyer group, the insurance organizations, the labor organizations and manufacturers organization. Write anyone that is remotely affected by aviation and ask for support to the efforts. It is broke now, let's positively fix it.

## Call or Write Your Congressmen

### "PRODUCT LIABILITY REFORM"

Some of the main reasons for support of House Bill #3087 and Senate Bill #1458:

1. The Bill has 259 co-sponsors.
2. Average single engine piston aircraft in U.S. fleet is 27 years old.
3. Average turbine aircraft in U.S. is 15 years old.
4. Liability costs are the largest single cost component in the manufacture of an airplane.
5. Direct results has been a drop in new aircraft sales from 18,000 units in 1978 to only 899 in 1992 - the lowest number ever.
6. In 1980 there were 29 manufacturers of piston aircraft in U.S. and 15 foreign manufacturers. In 1992, there were 9 U.S. manufacturers and 29 foreign manufacturers.
7. We are jeopardizing the United States position as the world leader in aviation.
8. The loss of over 100,000 industry workers.
9. Unlike previous product liability reform bills, this bill does not create a federal standard of liability nor limit the jurisdiction of any state court.
10. The pilot population is losing a net of 10,000 certified pilots a year and is at the lowest level in the last quarter century.

**The Honorable Byron Dorgan**  
United States Senate  
Washington, D.C. 20510

**The Honorable Kent Conrad**  
United States Senate  
Washington, D.C. 20510

**The Honorable Earl Pomeroy**  
U.S. House of Representatives  
Washington, D.C. 20515



# North Dakota Pilots Association

*Fred Adams, NDPA Secretary*

Welcome to all new members since the NDPA's last quarterly update. As I look outside the snow is blowing, not a good day for VFR flight operations. Morrie Thingstad, Ron Saeger, Andy Niemyer and myself are each taking a stab at writing the NDPA article for the quarterly newsletter, so by the end of this you will know why I fly for a living.

The NDPA committee is working on putting together an Aviation Safety Day during the Upper Midwest Aviation Symposium. The tentative plan is to have this on Monday with a variety of 45 minute to 1 hour presentations. Another day will hopefully bring a presentation on purchasing an aircraft and the items to be aware of. The committee is also thinking of a pilot review presentation. Details of this will be finalized soon and the information made available at a later date.

As you are aware the Fargo FSDO has been presenting Aviation Education and Safety Seminars around the state this fall. I was able to attend the one in Bismarck on December 2nd. Mr. Les Ellingston from the FSDO office was the presenter. Although the weather was cold and Bismarck had 29 inches of snow from the Thanksgiving snow storm the attendance was good. Les put on a very good discussion on purchasing a used aircraft. The information on importing an aircraft with a foreign registration was informative.

It has been just a year since the fatal wake turbulence accident in Billings, MT. The problem of wake turbulence has not gone away with time and should still be in the minds of all aviators. During my time with TWA airlines, I can remember a gray-haired captain in a Boeing 727 on approach into LAX being vectored behind a Boeing 747. On a parallel runway another B747 was being vectored from base leg to final. The weather was clear and 30 minutes after sunset. Then a few moments later when all we could see were the lights from the Second B747 it became clear that this aircraft had misjudged its last turn, ended up going through final and was heading into our approach path. My captain started getting ready for a go around if the second B747 got into our projected path at about 2 miles. Sure enough it did and the captain called for a go a

round. After being given a heading to fly, we could see a string of approaching aircraft looking directly at us. It's a real sight. After a brief out bound vector for traffic, it was a normal approach and landing.

The old saying: "There are old pilots and there are bold pilots, but there are NO OLD BOLD PILOTS." The other items I gained from reading the information on the Billings accident was that some of the jet aircraft not classified as "heavy" can and do produce some of the most intense wing tip vortices.

Sorry if I got carried away, but what would a PILOT article be without some "hanger flying" anyway.

Seasons Greeting to all of you and hope to see you all this spring at the UMAS. If you have ideas, let one of the committee know.

# Mexico Rescinds Airway Fees For Piston Airplanes

Mexican authorities have agreed to roll back portions of the huge air traffic control fee increases imposed earlier this year.

According to an announcement by the U.S. State Department, the fee increases will be lifted on January 1, 1994, for piston powered single and light twin engine aircraft. Turbine powered aircraft will continue to be assessed the fees, at least initially.

The reversal had been sought shortly after the fees were imposed on September 1, 1993. In some cases, the new government fees were increased almost 500%.

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**The following letters to Airmen (LTA) explain that Bismarck and Fargo Approach Control Services will provide standard IFR separation to VFR aircraft that are conducting practice instrument approaches. Please contact the tower if there are any questions.**

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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
FARGO AIR TRAFFIC CONTROL TOWER  
3101 Dakota Drive, Fargo, ND 58102, 701-235-8894

ISSUED: November 15, 1993

EFFECTIVE: December 1, 1993

**FARGO ATCT - LETTER TO AIRMEN NO. 93-3**

**SUBJECT: IFR SEPARATION PROVIDED TO VFR AIRCRAFT CONDUCTING PRACTICE INSTRUMENT APPROACHES.**

**CANCELLATION: December 1, 1995**

Fargo Approach/Departure Control will provide standard IFR separation to VFR pilots who are conducting practice instrument approaches at the following airports:

- Fargo Hector Airport
- Casselton Regional Airport, and
- Hawley Municipal Airport

Fargo Approach/Departure Control can be contacted on VHF 120.4/127.7, and UHF 395.9/255.6.

/s/ Donald E. Driscoll, ATM, Fargo ATCT

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DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
BISMARCK AIR TRAFFIC CONTROL TOWER  
2301 University Drive, Bldg. 46A, Bismarck, ND

ISSUED: May 1, 1992

EFFECTIVE: June 1, 1992

**BISMARCK AIR TRAFFIC CONTROL TOWER LETTER TO AIRMEN NO. 91-2**

**SUBJECT: PRACTICE INSTRUMENT APPROACH SERVICES**

**CANCELLATION: June 1, 1994**

The Bismarck Air Traffic Control Tower shall provide standard IFR separation to VFR aircraft conducting practice instrument approaches to the Mandan Airport unless otherwise requested. VFR aircraft requesting practice instrument approaches are to contact Bismarck approach on 126.3 or 346.4 for air traffic control service.

/s/ Kenneth A. Wingenbach  
Air Traffic Manager, Bismarck Air Traffic Control Tower

**North Dakota Aviation Council**  
Promoting General Aviation in North Dakota

**"Fly With Us"**

**Radisson Inn, Bismarck, ND**  
**(701)258-7700**

**Sunday Evening, February 27, 1994**

Time	Organ.	Room	Topic - Speaker
12:00/7:00 pm			Exhibit Booth Area Available for Setup
3:00 pm	NDAC NDPA	1258 1208	Council Meeting Hanger Chatter - Morrie Thingstad
5:00 pm		Courtyard	Ice Breaker, "Cash Bar" - Gathering open to all attendees and guests. Snacks, beverages and entertainment. Registration will be available. Entertainment by: "Greg Norton" Country Western music.

**Monday, February 28, 1994**

7:00 am	NDAC	1258	Board Briefing - Continental/Coffee
7:30 am		Courtyard	Registration
8:30 am	AAND NDPA	1212 Governors	Board Meeting Board Meeting
9:00/9:50 am	NDPAMA NDAAA AAND	Cannonball Sheyenne Heart Heart	Business meeting FAR 137 Authorizations - Bob Harris, FAA Airport Programs - Milt Huepel, FAA Economic Devel. & Finance - John VanMiddlesworth
9:00 to 10:30 am (Panel - 2 Parts)	NDPA	Governors	Buying Used Aircraft & Maintaining This Aircraft - Kieth Schonert, West Fargo Aviation; Gary Johnson, Pietsch Flying Ser.; Les Ellingson - FAA
9:50/10:00		Coffee Break, Hallway of Heart, Sheyenne & Cannonball Rooms	
10:00/10:50	AAND NDAAA NDPAMA	Heart Heart Heart Sheyenne Cannonball 3160 2130	Municipal Bonding - Maurice Cook (10:15/10:30) Storm Water Update - Jim Collins, ND Health Dept. Storm Water Sampling - Rod Reetz, Mo. Valley Labs Ag Aircraft Maintenance - Carl Welke, FAA Propeller Maintenance - John Pennfeather, Western Props PT6's - Troubleshooting - Dave McIntyre, Pratt & Whitney Grease & Oils - Ben Visser, Shell Oil
10:30 am	NDPA	Governors Governors	Cockpit Management - Rick Mercil, UND Aerospace Bi-Annual Flight Review - Rick Mercil, UND Aerospace
*****			
11:00 am		Courtyard	<b>Aviation Pioneers Day Schedule</b> ; registration for FREE PASSES
11:00/11:30 am		Exhibit Hall	Visit Exhibits
11:30/1:00		Courtyard	Luncheon, reserved area by Room 1258
1:00 pm		Lamborne	General Session - Capt. Haynes, Ret., United Airlines
3:45 pm		Courtyard	Coffee & cookies, reserved area by Room 1258
5:00 pm		Exhibit Hall	Chili Cook-off and visit Exhibit Area
*****			

11:00		Dakota Ballroom	Exhibits open
11:00/11:50 am	NDAAA AAND	Sheyenne Heart	Department of Agriculture - Jack Peterson Emerging Regional Carriers Great Lakes - George Rasmussen, Exec. VP G P Express - Jim Bogen, Director of Stations Mesaba Airlines - Larry Macabe, Director of Govt. Relat. Big Sky Airlines - Craig Denney, VP of Service * Mktg. AirVantage - Brent R. Skillman, Director of Mktg/Sales
	NDPAMA	3160 3130 Cannonball	Piper A/C Troubleshooting - Oscar May, Modern Aero Fuel Flow Systems - Barry Wells, Shaden Corp. Update of CMC Power - Bob Mosley, Teledyne CMC
11:30/1:00 pm		Courtyard	Lunch, serving tables in Courtyard
	NDAAA	1258	Business Meeting - Al Pietsch, Pres.
1:00/3:30 pm		Lamborn	<b>General Session - Captain Haynes, Ret. United Airlines</b> <b>Fire and Crash Rescue Personnel invited from across the state</b>
3:40/4:50 pm	AAND	Heart	Legislative Action Committee-Panel Discussion - Dave Miller-Mod.
		Heart	Air Force Base Retention - Mike Ryan/Bob Selig
	NDAAA	3130	MEL'S and De-icing - Verl Addison, FAA Training Programs, John Vold, FAA Maintenance Recordkeeping - Joe Souza, FAA Business Meeting - Roger Pfeiffer, AG Report, NDAC
	NDAAA NDPAMA	Sheyenne 2130 Cannonball 2130	PT6 / TPE 331 - Tom Heid, Aviall Spark Plugs - Bill Mangold, Champion Oil Sampling - Mark Mathys, Butler Machinery
	NDPA NDSAA	Governors 2160	Hanger Chatter - Morrie Thingstad Business Meeting
5:00 pm		Exhibit Hall	Exhibits Open - Chili Cook-off
7:00 pm			Judging Cook-off (5:30/6:30) Finalists at 7:00 pm
9:00 pm		Courtyard	Exhibits close - Socials open
12:01 am			Close Hospitalities

**Tuesday, March 1, 1994 - NORTHWEST AIRLINES DAY NORTHWEST AIRLINES**

7:30 am	NDAC	1258	Board Briefing
8:00/8:50 am	AAND NDPA NDPAMA	Heart Governors Cannonball 3130	Grand Forks AFFS - Bob Fishman, Mgr Grand Forks AFSS Pilot Currency & Airspace - Fred Clark, FAA Avgas - Ben Visser, Shell Oil Fuel Injection - Peter Nielson, Precision Airmotive

# UND's Aerospace Program Turns 25

By Greg Kramsz  
Staff Writer

With very humble beginnings back in 1969, UND Aerospace has made a name for itself.

The department has gone through several name changes and other major transitions as it moved from a few planes to a multi-million dollar organization with world-wide connections.

## Beginnings

UND Aerospace arose out of a Masters thesis that was titled "Feasibility and Cost Analysis of Institutional Private Aircraft Transportation." The thesis was written by John Odegard, now dean of UND Aerospace and the major player in the department's transformation.

The original idea in the thesis was to buy a plane and fly UND officials to meetings rather than have them drive. As the idea gained acceptance, it grew into setting up a program that taught aviation ground school for people who were interested in aviation as a career.

As the years went on, the school grew from four donated planes in 1968 to 87 planes today. UND Aerospace, formally the Center for Aerospace Sciences, today at 25 has trained pilots from all 50 states and many countries.

## The Future

UND Aviation has a bright future, but Odegard is not sure what that future will bring. "It is hard to say where UND aviation will be in 10 years due to the fact that the technology is changing so quickly," he said. The aviation industry is now producing airplanes that can virtually fly themselves, such as the Airbus A320, which is completely computerized, but highly trained, competent pilots will still be needed to fly them.

"The role of the pilot is changing; the 'Chuck Yeagers' are not the kind of pilots that are needed anymore. The aviation professional in the 21st century will need management and leadership skills able to perform 'cockpit management,' not 'fly by the seat of your pants' management."

## New opportunities

UND Aerospace is also expanding nationally and internationally through telecommunications technology. "The Airway Science Network is a 21st century system that is already in place all over the country and world," Odegard

said. This network is an interactive system that allows the UND Aerospace education to be experienced by other universities and operations. Soon, the system will use satellites to transmit the classes. "Almost by definition, aviation is an international industry that does not understand international boundaries. Pilots need to be international as well," Odegard said.

UND Aerospace is and has been for a while a standard by which other aviation schools can be measured. "The standard of excellence which you have established can well serve as a role model for other aviation education programs," said Thomas C. Accardi, director of flight standards services for UND Aerospace.



## Senator Kent Conrad Attends FBO Meeting

On December 17th at the winter meeting of the North Dakota Aviation Association, Senator Kent Conrad visited with aviation business representatives. FBO President Al Pietsch had members prioritize issues and discussions with the Senator as follows:

- \* Federal rulemaking and impacts on industry.
- \* Check ride/examiner availability.
- \* Part 135 airtaxi concerns.
- \* Aviation Liability Tort Reform legislation.
- \* Cost of aviation repairs/parts.

Also in attendance to hear the concerns of the aviation industry was Ross Keys, Congressman Pomeroy's Office and Al Hausauer of Governor Schafer's Office. The association passed resolutions to support tort reform legislation and single engine IFR modification to airtaxi certificates. NDAA also supports the establishments of Remote Communications Outlets near Lake Sakakawea and the Turtle Mountains to allow instrument approaches.

The next meeting is scheduled for 7:00 p.m., January 20th, 1994, at the Bismarck Doublewood Inn. A pool side social and business meeting is planned and supper will be provided for members. Contact President Al Pietsch at 852-4092 for more details.

9:00/9:50	AAND	3160 Heart	Brakes - Dave Simpson, Parker Cleveland American Disabilities Act-Buildings/Facilities - Personnel Issues - Steve Johnson
		Heart	Workers Comp./Controlling Cost
	NDAAA NDPAMA	3160 Sheyenne Cannonball	Cost of Operation - Vic Cambell (9:00/10:50) Western Props - John Pennfeather
		3130	Cylinders and Parts Rework - Rodger Fuches, ECI Northwest
	NDSAA NDPA	2160 Governors	NDT Information - Mike Mullen, Hutchinson Tech Inspections of Homebuilts - David Sahl, Dakota Aero Tech
9:50/10:00			Aviation Safety, different point of view, military perspective - Presented by Area Military Flying Safety Officers
10:00 am			Coffee Break, Lower Level, Missouri Ballroom Hallway
	Spouses AAND	Courtyard Heart	Exhibits Open Special Spouse Program in Courtyard Area by Room 1258
		Heart	ND Aeronautics Commission - Gary Ness
	NDPAMA	3160 3130	NASAO - Kelly Nevin Corrosion Control - Bill Gamble, Corrosion Control Tech.
		Cannonball	JT-15D), Troubleshooting - Dave McIntyre, Pratt & Whitney
	NDAAA	Sheyenne	Propellers, Maintenance - Butch Maxwell, Maxwell Aircraft
11:00/11:50	NDPAMA	Cannonball	Cost of Operation - Vic Cambell, continued
		3160	Magneto's, Maintenance - Brian Quillen, Unison (Slick)
		3130	Vacuum Systems - Ralph Hartlaub, Parker Airborne
11:00/1:00 pm		Lamborn	Corrosion Control - Bill Gamble, Corrosion Control Tech
12:15			General Session—Luncheon—Teddy Roosevelt, Speaker
1:00 pm	NDPAMA	3160	"We Believe" GNDA
		Cannonball	Magneto's & Maintenance - Brian Quillen, Unison (Slick)
		2130	Engine Maintenance - Bob Mosley, Teledyne CMC
	NDSAA	2160	Trend Monitoring, auto - Berry Wells, Shadin
	NDAAA	Sheyenne	Aviation Medicine - Dr. Paul Larsen
	NDPA	Governors	Recertification - 4 hours today & 4 hours Wed. am
		Governors	Cockpit Resource Management & the GA Pilot
1:00/4:00 pm		Lamborn	1:00 to 3:00 pm - John Brown, Mgr. CRM @ NWA
1:30 pm	AAND	Heart	Career Day, High Schools - Gary Ness
2:00/2:50 pm	NDPAMA	2160	A/P Tenant Negotiations - Bill Green, Eckrose & Green
		3160	PT6/TPE 331, Maintenance - Tom Heid, Aviall
		Cannonball	NDT-Procedures - Mike Mullen, Hutchinson Tech
	NDAAA	3130	Oil Filters & Leads - Bill Mangold
2:30 pm	NDAA	3130	Business Meeting - Elections
	AAND	Heart	FBO Business Promotion - Bob Palmby
2:50/3:00			Business Meeting
3:00/3:50 pm	AAND	Heart	Coffee Break, Hallway of the Heart, Sheyenne & Cannonball Rooms
		Heart	Minimum Standards - Bob Selig
	NDPA	Governors	Self-fueling - Bruce Kleespie, Kleespie Tanks
	NDPA	Governors	Business Meeting - Elections
	NDSAA	Governors	3.30 pm - Joint Presentation
3:00-4:50 pm	NDPAMA	Cannonball	General Aviation Safety - Bill Hamilton, AOPA
4:00/4:50 pm	AAND	Heart	Business Meeting
		Heart	What an Airport can do to promote General Aviation - Bill Mangold, Champion
		Heart	Promoting From The Pilot's Perspective - Bill Hamilton
5:00 pm			Recruiting Newcomers - Dr. Kent Alm
			HEART, SHEYENNE, CANNONBALL Must be empty for Banquet set up!!
5:00/5:50 pm		1258	NDAC Meeting - Council Election
5:30 pm			Exhibits Close
6:00 pm		Poolside	Social - Cash Bar, music by Harry Schneider
7:00/9:30		Missouri Ballroom	Banquet, Recognition and Awards Prime Rib, Pop Overs, Baby Carrots, etc, \$12.00 Door Prizes, Portable GP, 2 Northwest Airlines Tickets, & more Penny Hamilton, Guest Speaker
10:00 pm			Socials - COURTYARD AREA
<b>Wednesday, March 2, 1994</b>			
7:30 am	NDAC	1258	Board Briefing - Continental/coffee
8:00 am	NDAAA NDPAMA	2160 Sheyenne Cannonball	Recertification Continued — Finished at 11:50am Engine Maintenance - Rodger Fuches, ECI Northwest
			Carburetors, Marvel Schb. - Peter Nielson, Precision Airmotive
9:00 am	AAND	Heart	Surplus Property Programs - Floyd Roehrich, State Surplus Office
		Heart	Ken Ness, Airport Operations Director, Minot
	NDPA	Governors	Flying Smart, Videos & Discussion - 9:00/11:00 am
	NDPAMA	Cannonball	Antennas, Installations - Weston Edwards, FAA
9:30 am	AAND	Heart	Airport Screening Security and Law Enforcement - Rosanne Brekken, FAA Security
9:50/10:00			Coffee Break, Hallway of Heart, Sheyenne & Cannonball Rooms
10:00 am	NDPAMA	Cannonball	GPS, Installations - John Kline, FAA
	AAND	Heart	Non Aeronautical use of Airports (case study) - Wally Byam Caravan by Dave Miller, Airport Director, Bismarck
11:00 am	NDPAMA	Cannonball	FAR 145, Repair Stations - Joe Souza, FAA
12:00 pm			Lunch on your own - EXHIBITS CLOSE
1:00/3:00 pm		Sheyenne	FAA Customer Survey - John Hancock - FAA Headquarters
			Recap of Pre-survey sent out last spring and the forthcoming actual survey in 94.
			Open Forum Discussion - Dixie Norton, Mgr.- Fargo FSDO

CLOSING OF CONVENTION

# From The North Dakota AFSS

Bob Fishman  
FAA Air Traffic Manager

The winter season has arrived once again, and along with it comes an aviation hazard that demands our proper attention: Icing conditions. A pilot can expect icing when flying in visible precipitation or moisture, and the temperature is zero degrees Celsius or colder.

Proper preflight action includes obtaining information on the freezing level and the above-freezing altitudes in precipitation areas. Report any icing to ATC/AFSS, and if operating IFR, request a new routing or altitude if icing will be a hazard.

The following items of information

should be included when passing your reports of icing to ATC/AFSS: aircraft identification, location of occurrence, time of occurrence (UTC), icing intensity, icing type, altitude(s) of occurrence, aircraft type, and outside air temperature.

The type of icing should be described using one of the following three categories: Clear, Rime, or Mixed. The intensity of icing should be described using one of the following four categories: Trace, Light, Moderate, or Severe. Definitions of these icing types and intensities can be found in the Airman's Information Manual (AIM).

I hope that this brief icing refresher has been helpful.

On a completely different topic, if any of you happened to visit the AFSS on October 26 and 27 and noticed some of our operations personnel utilizing equipment for physically-challenged

people (wheelchairs, crutches, arm braces/slides, etc.), allow me to explain. This was an exercise conducted by our personnel to experience the effects of physical challenges in the workplace, in association with our annual recognition of National Disability Employment Awareness Month.

Our facility participates in all national cultural diversity awareness celebrations, including Black History (coming up in February), Women's History, Asian-Pacific American Heritage, Hispanic Heritage, Native-American Indian Heritage, and Disability Employment Awareness Month. These celebrations include displays, demonstrations, and speakers on sensitivity and awareness of cultural differences. If you are interested in coming to any of our celebrations, or would like to participate in some way, don't hesitate to call me personally at (701) 772-7489.

## UPPER MIDWEST AVIATION SYMPOSIUM - FEB. 27, 28, MARCH 1, 2, 1994

Radisson Inn - Bismarck, ND - (701) 258-7700

### PREREGISTRATION FORM

(one form per person please) (please print or type)

Name of Participant \_\_\_\_\_ Telephone # (\_\_\_\_\_) \_\_\_\_\_

Company Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**\* PREREGISTRATION FEE:**

		<b>TOTAL</b>
Member .....	\$40.00 .....	_____
Spouse's Program .....	\$15.00 .....	_____
Awards Banquet .....	\$15.00 .....	_____

**\*\* ORGANIZATIONAL DUES:**

Airport Association of North Dakota (AAND) _____ (Airport Name)	\$25.00 .....	_____
Associate Membership _____ (Firm/Business Name)	\$25.00 .....	_____
North Dakota Agricultural Aviation Association (NDAAA) .....	\$50.00 .....	_____
Associate Membership .....	\$10.00 .....	_____
North Dakota Aviation Association (NDAA) .....	\$25.00 .....	_____
North Dakota Flying Farmers (NDFF/IFF) .....	\$55.00 .....	_____
North Dakota Pilots Association (NDPA) .....	\$12.00 .....	_____
North Dakota Professional Mechanics Association (NDPAMA) .....	\$15.00 .....	_____
Experimental Aircraft Association		
North Dakota Sport Aviation Assc. Inc. EAA - NDSAA .....	\$47.00 .....	_____

**TOTAL SUBMITTED** ..... \$ \_\_\_\_\_

\*Registration fee includes: admission to Symposium, Exhibit Area, Speakers, and Coffee Breaks.

\*\*You must join or be a member of an organization to attend the Symposium.

Registration after Feb. 18, 1994 is \$50.00.

MAIL TO: JIM LAWLER, RT. 2 BOX 15B, MANDAN, ND 58554.

DO NOT MAIL AFTER FEB. 18, 1994

# News From The Bismarck FAA-ADO

*Irene Porter, Manager*

The employees of the Bismarck Airports District Office (ADO) would like to take this opportunity to thank all of the airport owners, airport managers, airport engineers, and the North Dakota Aeronautics Commission for making the first year as an ADO the best year as far as financial support by the Federal Aviation Administration for planning/construction projects here in North Dakota.

The finally tally of federal dollars spent on airport planning/construction projects last year was \$12,973,274. These dollars were divided between 7 grants to general aviation airports, 4 grants to commercial service airports, 9 grants to primary airports, and 22 amendments to previous grants.

Some of the main projects that we put under grant last year were: The new runway at Mercer County Regional Airport; runway/taxiway extension at Casselton; new taxiway and runway/apron reconstruction at Grafton; airport pavements rehabilitation at Gwinner and Oakes; master plan study at Dickinson; new apron at Jamestown; installation of airport signs at Williston; new runway at Fargo; new apron or apron reconstruction at Grand Forks and Minot; and purchase of snow removal equipment (SRE) for Bismarck, Grand Forks and Devils Lake. (I'm sure the SRE will be greatly appreciated due to our snow falls already this year). The amendments were primarily used to close out completed projects.

Without the support of all of the groups mentioned above, the Bismarck ADO could not have accomplished this extensive program. We also wish to point out that because of our excellent year last year we have been given an extra allotment of funds to start out with for this year.

We are still waiting for the Congress to pass our authorizing legislation so we can start our program for this fiscal year, but it's not too early to start thinking about next fiscal year. We are requesting that the pre-applications for projects to be funded during the fiscal year 1995 be submitted to our office by August 31, 1994. We are trying to posture our program to take full advantage of the construction season. If you are unsure if you have a project in the 1995 program, contact our office.

The Bismarck ADO also held an Airport Improvement Program (AIP)

Project Information Seminar in Bismarck on December 8, which was attended by 22 airport engineers and airport managers. This seminar was set up by the employees of the Bismarck ADO to help streamline the AIP project process even further. During the morning session of the seminar, information was provided regarding project requirements and procedures under the AIP. The afternoon session consisted of a roundtable discussion that brought a free exchange of questions, concerns and suggestions.

Copies of the new Airport Development Owner's Guide were given to those in attendance at this seminar. This guide is a good reference for airport owners, managers and engineers who will be involved in an AIP project in the future. It explains the steps on how an AIP project is accomplished. The Bismarck ADO has additional copies of this guide available at no cost. To receive a copy of this guide, please contact the ADO at (701) 250-4385 or write to us at 2000 University Drive, Bismarck, ND 58504.

Our best wishes to all of you for a Happy New Year from Irene, Milt and Hazel.

## Icing - Defined

*Les Ellingson*

*Accident Prevention Program Manager  
Fargo FAA-FSDO*

The winter season is prime time for pilots to report scary stories of icing encounters. Many of those reports are the result of an unprepared, unbriefed pilot flying an ill-equipped aircraft into conditions which were properly forecast by the National Weather Service. The result is usually an accident or incident investigation and possible enforcement investigation.

I am often asked the question "what regulation prohibits flight into icing conditions?" As you research Federal Aviation Regulation Part 91 it seems as though it is not addressed under "icing" that is. However, let's examine FAR 91.9 Civil Aircraft Flight Manual, Marking, and Placard Requirements. It states in part, "no person may operate a civil aircraft without complying with the operating limitations specified in the Approved Airplane or Rotorcraft Flight Manual, marking, and placards, or, as otherwise prescribed by the certificating authority of the country of registry." Simply stated, the prohibition against flight into icing conditions may be in the form of a placard in your aircraft, a section in

your flight manual, or even in the operating limitations of the Type Certificates Data Sheet when your aircraft was manufactured.

Another set of terms lacking definition are "known icing" and "forecast icing."

The term - KNOWN ICING CONDITIONS is not defined in FAR Part 1, Part 91 or 135. Because of this discrepancy in the regulation, the NTSB has had to assign a definition based on a 1971 administrative hearing. In essence, the hearing and later board precedent, state that a briefing of forecast icing, constitutes a reasonable expectation that icing will be encountered; therefore, KNOWN!

## AOPA News

*Kevin D. Murphy*

### LIABILITY REFORM BUMPER STICKERS UNVEILED

FREDERICK, MD—Brightly colored bumper stickers urging product liability reform will be distributed by the Aircraft Owners and Pilots Association in early 1994 to more than 6,000 fixed base operators in the United States.

Renewing AOPA members will also receive the stickers, which proclaim support for reform legislation now pending in Congress.

"The future of the general aviation industry is at stake," declared Phil Boyer, AOPA president. "This sticker allows our members to display their frustration with current product liability laws."

The virtually unlimited liability "tail" on general aviation aircraft has crippled U.S. manufacturers in recent years. In the late 1970's, more than 17,000 new aircraft rolled off assembly lines every year; in 1992, that figure was 899.

AOPA is supporting legislation now in Congress that would limit a manufacturer's liability to 15 years on the original aircraft; a similar 15 year period would apply to parts replaced or added later. Over 250 members of Congress have announced their support for the reform bill.

In vivid red letters, the stickers declare "Let's Reform Product Liability in 1994." White AOPA wings on a bright blue background complete the sticker.

With more than 315,000 members, AOPA is the largest membership aviation organization in the world. Additional bumper stickers are available by calling 1-800-USA-AOPA.

# PAMA News

*Karmen Johnson*

Convention time is just around the corner. PAMA will have about 15 different speakers this year. There are three different speakers each hour, so there is plenty of variety to chose from.

PAMA will have a raffle this year like we did two years ago. First prize will be a leather flying jacket. Second prize is a Pratt & Whitney wall clock. Third prize is a PAMA jacket. PAMA officers will start selling tickets (\$1.00) just prior to the convention.

We still have a selection of PAMA jackets and caps. They will be available at the PAMA booth so you can stop by and support PAMA by purchasing one.

Also note the entry form next to this article for Mechanic of the Year. Pilots, FBO owners and mechanics are encouraged to submit entries for this year's Mechanic of the Year. Just copy the form, fill it out and mail or bring it with to the convention. The winner will be announced at the banquet Tuesday evening.

See you in Bismarck!!!

## Ann Landers & AirLifeLine

Ann Landers recently responded to a letter from best-selling techno-thriller author Dale F. Brown about AirLifeLine which is a group of volunteer pilots who donate their time, skills, planes and fuel to provide free transportation for ambulatory medical patients, tissue or critical cargo. The following are excerpts from her column:

"We checked out AirLifeLine, and it came up with a 100 percent, five-star rating for competence, compassion and generosity. AirLifeLine is a brilliant, humanitarian concept, and I am delighted to tell the world about it. Patients must be okayed to travel by their doctor and verified to have a financial need by a social worker.

"I don't usually pitch my readers for contributions, but if anyone out there would like to send a few dollars to this truly great group, I think it would be mighty nice. The address is AirLifeLine, 1716 X St., Sacramento, CA 95818."

If you would like to volunteer your piloting skills or know someone who could use this service, call (800) 446-1231. You need not be an aircraft owner to participate.

## 1994 NORTH DAKOTA PROFESSIONAL AVIATION MECHANICS ASSOCIATION MECHANIC OF THE YEAR ENTRY FORM

INSTRUCTIONS: Use a separate form for each entry.  
All entries must be either typewritten or neatly hand lettered.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone No.: \_\_\_\_\_

FAA Certificate No.: \_\_\_\_\_

FCC License No.: \_\_\_\_\_

Employer: \_\_\_\_\_

Employer's Address: \_\_\_\_\_

Year first designated a Maintenance Technician: \_\_\_\_\_

Years Experience: \_\_\_\_\_

ENTRY DETAILS: Give brief but factual description. Drawings, photographs or other presentations may be included to assist the judging committee. All entries become the property of the Selection Committee and will not be returned.

(If additional space is required, attach additional sheets)

ENTRY SUBMITTED BY: (If other than entrant) (Optional)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Employed by: \_\_\_\_\_

Address: \_\_\_\_\_

Position Held: \_\_\_\_\_

Signature of person submitting entry

Date

MAIL ENTRY FORM TO: NORTH DAKOTA AERONAUTICS COMMISSION — c/o NDPAMA AWARDS — P.O. Box 5020, Bismarck, ND 58502 — NO later than 02/23/94 — OR: Hand deliver to NDPAMA, first Monday annual meeting at the North Dakota Aviation Symposium. QUALIFICATIONS: Each person submitted on the entry form must hold an FAA Airframe and/or Powerplant rating, or Repairman Certificate and must be employed in the field of aviation maintenance in the state of North Dakota.

# NDAAA Update

Cynthia Schreiber-Beck

## Posting Regulations

The posting regulation (60-03-01-06 in the North Dakota Century Code), with changes, read as follows at the first reading on December 13, 1993. Comments are to be made before January 14, 1994. (Questions can be answered by Dale Faust, 235-6269, the NDAAA representative on the Pesticide Review Board.)

- d. All pesticides that require posting on the label and pesticides from the following list must be posted by the farm operator or his cooperating designee, which may include commercial applicators.
1. Methyl Parathion
  2. Ethyl parathion
  3. Dyfonate post emergence foliar applications
  4. Furadan post emergence foliar applications to corn and sorghum
  5. Di-Syston post emergence foliar application to corn and sorghum

Any pesticide applicator applying posting required pesticides for a farm operator is required to inform the farm operator within 24 hours in advance of the pesticide application, allowing the farm operator time to post the field before the application occurs. The farm operator is primarily responsible for posting the field. However, if the applicator does not contact the farm operator before the application, the applicator is responsible for posting the field. Pesticide applicators are responsible to inform farm operators if applications do not occur as scheduled.

Note-The ND product listing is not the same as on the Worker Protection Standards list.

## Convention Scheduling

Please make note of the tentative convention schedule. Recertification begins Tuesday afternoon but the program actually begins on Monday, February 28, 1994, with the NDAAA meeting scheduled the first day also. If you do not plan to attend the convention please send your 1994 operator dues of \$50.00 (pilot/associate-\$10.00) to the NDAAA, P.O. Box 843, Wahpeton, ND 58074.

## The Winner Is

Lee and Charlene Breckheimer, Breckheimer Flying Service, Tolna, ND, were the winners of a 1993 Ford Ranger pickup in the Cheminova, Inc. Methyl Parathion Contest for dealers. Our congratulations and please send a little of that luck this way.

## Ag Show

A thank you to Marlin Haberstroh, NDAAA President, for arranging the work schedule at the recent ND Ag Expo at the Fargodome. For those of you who were able to work, your time and effort were appreciated as was the loan of the flight simulator from Jon Kreidelcamp, Valley City.

## Worker Protection Standard Compliance

April 15, 1994, is the day you must comply under the Worker Protection Standard. As a licensed certified applicator of restricted-use pesticides you already meet the training requirements but you need to insure your workers are trained. A manual, Pesticide Safety

Training Handbook for Agricultural Workers, is available through the Government Printing Office. Call (202) 783-3238 and order GPO #055-000-00443-9 to receive this publication. WPS will be thoroughly reviewed during the recertification program at the convention.

## Politics

Senator Kennedy (D-MA) and Representative Waxman (D-CA) have proposed a bill which basically states that 'human health' would be the only criteria of whether or not an ag chemical survives.

The push for new regulations for agricultural chemicals is tied to the country's Clean Water Act, which is up for reauthorization under the current congress.

Eighty percent of the 775 species currently listed as endangered are plants. An additional 3,800 species are currently being considered as new candidates for the list.

## Fall Meeting Brief

Marlin Haberstroh presided over the fall meeting in Devils Lake on October 9, 1993. Vern Hofman, NDSU, reported that 60 agricultural aircraft completed pattern testing and requested \$300 to replenish supplies (dye, etc). Roger Pfeiffer, Aeronautics Commission stated 211 operators and 345 aircraft were registered for the 1993 season, and that 23 claims were filed. Gary Ness, Aeronautics Commission, requested monetary support from the NDAAA for the National Association of State Aviation Officials Convention which will be held September 18-21, 1994, in Bismarck.

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