



NORTH DAKOTA AVIATION QUARTERLY



Issue #1

NDAC

October 1, 1987

Communication Is Critical?

Gary Ness

Director, ND Aeronautics Commission

The aviation community of North Dakota has come full circle in communication with the publishing of "North Dakota Aviation Quarterly".

When I was a "hangar rat", I would look forward to the "Dakota Flyer" or "Aviation Newsletter" which was next to "Flying" on the counter at Ness Airspray. I know there are going to be individuals that are going to say "Why spend the money to print such a rag?" That's the reason for the "North Dakota Aviation Quarterly" communication. If everyone takes the time to read the information provided, you wouldn't ask such a dumb question.

Communication; transmitting of, or a giving or exchanging of information, messages, means to having a meaningful relationship.

Aviation is a complex and diversified profession. It ranges from the day time fun pilot to the hard IFR freight hauler. Within the structure you find the avionics, motor mechs, airframe tech, and paint shop people. We all have a love of the industry that creates excitement and frustration. We all have our successes and failures, our unsolvable problems and victories beyond compare. We range from the flying farmer in a J-3 to the corporate executive in a lear jet.

The strange thing is that we have not, for the last several years, communicated to each other in a form that we all read as "Aviation in North Dakota". The individual group publications have given those people an opportunity to share with each other. However, only a few of the total were aware of or had access to these publications. (I'm fortunate to get them all). I do hope those continue, in some form, for those particular groups.

The NDAQ is now the form to air our successes or failures, to point to the needs

Words From The Editor/Publisher

Jerry Olson

Editor/Publisher

Well, here it is, good, bad or mediocre, North Dakota's unified aviation publication. Within this publication and upcoming publications, North Dakota Aviation Quarterly (NDAQ) intends to have articles submitted by the following North Dakota Aviation entities:

- Airport Association of North Dakota (AAND)
- North Dakota Pilots Association (NDPA)
- North Dakota Aerial Applicators Association (NDAAA)
- North Dakota Professional Aviation Mechanics Association (NDPAMA)
- North Dakota Flying Farmers (NDFF)
- North Dakota 99's
- North Dakota Aeronautics Commission (NDAC)
- North Dakota Civil Air Patrol (NDCAP)
- University of North Dakota Center for Aerospace Sciences
- FAA Airports District Office
- FAA Air Traffic Control Division
- FAA Airways Facilities Division
- FAA Automated Flight Service Station
- FAA Flight Standards District Office
- North Dakota Aviation Council

As you can see by the list above, when we in aviation are grouped together, we are a voice to be reckoned with at any level of government or industry. And that, I feel, is one of the main purposes of this newsletter. The newsletter is intended to educate, unite, promote, and lobby for a more efficient, profitable and safe aviation environment for all of us here in the great State of North Dakota.

I welcome any and all aviation news from individuals across the state. The more news we have the better our newsletter will be. Your input is the key to the Quarterly's success.

I want to thank those individuals who contributed to this newsletter. Your time spent in putting together the articles will benefit many. I also want to thank the North Dakota Aviation Council for allowing me to "run" with the newsletter idea. Without the Council's financial support this newsletter would not be a reality.

Please send me any suggestions you have to improving the quarterly. I welcome any **constructive** criticism. Happy flying!

of aviation in the state, to discuss the issues related to your part of industry, and to communicate to the rest of the industry your particular uniqueness.

On August 19th, a group of aviation "nuts" - the Aeronautics Directors and Commission members from North Dakota, South Dakota, Nebraska and Montana met in Grand Forks to "communicate". We had a "knowledge transfer" session. We

compared our state's programs and saw similarities and differences. I can assure you that this was beneficial to all. Besides getting to know each other, we learned from each other too. We had the opportunity to compare successes and failures. I hope we can implement some of the other state's successes here in N.D. in the near future.

(cont. on page 2)

NDAА Welcomes...

FALL AVIATION ACTIVITIES

Bob Simmers, President, NDAА

Greetings North Dakota Aviators:

Fall is upon us, the spray planes are quiet and the scenery is slowly changing toward winter. It's time to stop, relax and enjoy some of the beautiful scenery before winter sets in. Before I get too involved in the scenery, I want to take a few minutes to say "THANK YOU" to Jerry Olson for the time and effort being put into getting this Aviation Quarterly off of the ground. This newsletter is something that has been talked about for a long time. I feel that this letter can be a real asset to aviation in North Dakota and can help to educate and communicate all areas of aviation. Thanks Jerry!

These past few years have proved to be very beautiful in the fall as you fly around the state, and this year promises to follow along. The many different fall colors are displayed every where you fly. I would encourage all pleasure aviators to take a trip around the state and view some of the most beautiful scenery in the country, right here in our own, NORTH DAKOTA. There is no time like the present.

I should say a few words for the North Dakota Aviation Association. The North Dakota Aviation Association is an organization put together to represent and co-ordinate activities and concerns of the Fixed Base, and Local Operators in the state. Our objective is to help promote general aviation and to help local operators and FBO's maintain a consistency throughout the state. We try to stay abreast of pending legislation and convey the concerns of any legislation to the general aviation community. Aviation today is constantly threatened with higher tax burdens, and less benefits both locally and nationally. We need to keep communications open and be ready to respond to both desirable and undesirable legislation. It should be a fairly quiet year in our state, as the legislature is off this winter. This is the time to start organizing the things that we want to see changed next winter. Nationally things are always brewing. Some areas that you should be alerted to are:

1. Proposed changes in the transponder requirements
2. Proposed changes for TCA's
3. Attempts to increase:
 - A. Aviation Fuels Taxes
 - B. Aviation Luxury Taxes
 - C. Aviation Passenger Taxes

If you have concerns in these or any other areas, this organization is available to help with your concerns. I would encourage you to get on the mailing list by contacting Mr. Warren Pietsch in Minot and purchasing a membership in the NDAА. We need a good network of Local Operators in the state.

As fall is upon us it is also time to start thinking about the Aviation Symposium to be held in Bismarck in March. Again this year proves to be shaping up as one of the best and most informative conventions ever. Keep your eyes peeled to your mail box for further developments as the season progresses.

Once again, thanks to Jerry for his time and effort in putting the North Dakota Aviation Quarterly together. The success of this publication lies in the response from you, the general aviator in the great state of North Dakota.

Till next, have a beautiful fall, and prepare for a safe winter.

BISMARCK AIRPORT UPDATE

Kevin Christ
Asst. Airport Mgr., Bismarck

Reconstruction of a portion of the airline terminal ramp was just completed. A large section of asphalt was removed and replaced with concrete. This was a \$330,000 project with federal participation.

September 15 a new passenger loading bridge was installed at Gate #1 of the Terminal Building. This bridge replaced one taken by Northwest Airlines following their merger with Republic.

The Folkfest Air Show was held on August 13 and 14. Featured this year were the Canadian Snowbirds, the ND Air National Guard's "Happy Hooligans", two Harrier Jump Jets from the U.S. Marines, a B-52 from Minot Air Force Base, the Vanguard Flying Team from Sioux Falls, South Dakota, and the Tension-Free Skydivers. Attendance the first day was approximately 7,500. 2,000 people attended the second day, but the performance was rained out after three acts.

(cont. from page 1)

When this is printed, I will have been Director of the Aeronautics Commission for one year. I've enjoyed the learning experience and getting to know more people around the state. I've been asked many times, "How do you like the job?". My honest answer is "It's great!" There is one major thing that I've learned, if a person get's bored with this job, you're not paying attention.

The Commission staff welcomes the opportunity to share in the first issue of NDAQ and wish it a long life in the communication of aviation in North Dakota.

Remember, the ideas in your mind are wealth - please share them.



North Dakota Aviation Quarterly Official Monthly Publication Of The North Dakota Aviation Council

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North Dakota Aviation Quarterly
Published Jan/Apr/July/Oct

POSTMASTER: Send Address Changes To
North Dakota Aviation Quarterly, C/O Jerry
Olson, P.O. Box 1306, Williston, ND 58801

North Dakota Chapter 99's

Beth Lucy, Chairman
North Dakota Chapter 99's

The Ninety-Nines is an international organization of women pilots. Its purpose is to engage in educational, charitable, and scientific activities and to promote safety in aviation. The Ninety-Nines derives its name from the original number of charter members. Membership now exceeds 6000 and extends internationally to every continent. Membership is limited to women possessing a current pilots license.

Our North Dakota Chapter has twenty members, spread from Dickinson to Fargo and including two borderline out-of-state members. Meetings are scheduled monthly, each being held at a different location throughout the state.

The North Dakota Ninety-Nines were highly visible during the 1987 Aviation Symposium. In fact, it would have been no small feat to avoid buying a gas raffle ticket from one of the members! Monies raised by the local chapter support a number of various projects. These include a scholarship presented annually to an outstanding woman student enrolled in the Department of Aviation at UND; a donation to the Amelia Earhart Scholarship Fund, which awards scholarships to eligible women for advanced flight training; and contributions to both the UND Intercollegiate Flying Team and the United States Precision Flying Team. The chapter has been most supportive of the UND NIFA team and has promoted USPFT on the local, regional, and national levels. North Dakota members are also affiliated with Air Life Line, a national organization to air-lift needy children requiring medical attention. The chapter annually air-marks one airport in North Dakota, sponsors FAA Safety Seminars, and conducts a Pinch-Hitter Course.

The North Dakota Ninety-Nines is a group of fun-loving but dedicated women, enjoying a close relationship with other women pilots and actively involved in promoting aerospace education and aviation safety.

We invite all women pilots to become members.

FOR SALE: NDB EQUIPMENT

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Aeronautical Communications Equipment Inc.
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Model 100XL-V
Ser. No. 203 & Ser. No. 213
Aeronautical Communications Equipment Inc.
Miami, Florida
Modifications F.C.C. Type

CALL JERRY OLSON 774-8594

NOW IS THE TIME

Jack Daniels, Chairman, NDAC

From the thoughts of the Chairman of the North Dakota Aeronautics Commission. At this publication of the North Dakota Aviation Quarterly some thoughts that come to mind are:

1. Prepare now for a battle with the State Auditor on the issue of the unified audit concept for our states airport authorities. We just got by in our efforts to change a "shall" to a "may" and the state auditors are not going to let it get past the 1989 session without a fight.

2. The Aeronautics Commission is looking at sponsoring a training program for weather observers at some of our major secondary airports with approved instrument approaches. If there is some interest

out there, let the director know and the commission can look into a program.

3. The secondary airports network must get on with a program of local control over high towers, buildings and development in the proximity to our airports. This can be done with some effort on the part of the airport authority groups and aviation safety minded people. Call on the commission for assistance.

4. We all must start now in our efforts to get and keep a funding program for the air carrier airports in place. This will be a major issue in the 1989 session of the legislature. So those of you who are creators, must come up with some ideas on how this can be done.

Airport Association of North Dakota

Jerry Olson, President, AAND

Greetings from Western North Dakota! The Airport Association had a successful 1986 - 1987 term under Past-President Gary Baker of Jamestown. Some of the areas that Gary focused on were: 1) More reasonable airport insurance rates through a state airport group insurance plan. 2) Better flow of information between airports in the areas of leases, fees, and minimum standards. 3) The proper posting of notams and accountability for the condition of your airports. 4) And increased membership for AAND.

This year AAND's membership has increased from 51 to 60 airports. At present 60% or 60 out of 100 public airports in the state of North Dakota have joined AAND. This is not bad, but I would like to see 100% by the end of this year. One of the benefits of joining AAND will be to receive this newsletter. The North Dakota Aviation Council and the Airport Association of North Dakota have agreed to send the first two newsletters to both paid and unpaid members of organizations. But after the first two newsletters you will not receive one unless you are a paid member of an organization. If you are interested in joining AAND please send your check to Jerry Olson, P.O. Box 1306, Williston, ND.

With winter approaching it is a good idea to closely evaluate your airport and your upcoming winter operations. Changing wind socks, crack sealing, year end mowing, and snow removal equipment maintenance are just a few fall jobs that need to be addressed.

Airport operators please remember to properly notam any airport conditions that need to be posted. A word to the wise, when posting a notam - always get the name of the FAA individual receiving your notam. Write the type of notam, name of the individual receiving the notam and the time and date of the issuance of the notam down in a daily log. This information and the daily log might save you and your airport alot of money if an accident ever occurred on your facility.

Below is the list of this years AAND officers. I encourage airport operators to contact the district representative that is geographically closest to your airport if you have any questions. The representative in your district is there to serve you.

As President of AAND, I welcome any and all information relating to your airport that might be of relevance to upcoming newsletters. Please send any airport information to: Jerry Olson, P.O. Box 1306, Williston, ND 58801.

President Jerry Olson, Williston, ND
Vice President Ralph Henning, Westhope, ND
Secretary-Treasurer Jim Kapitan, Fargo, ND
Past-President Gary Baker, Jamestown, ND
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District 2 Rep Ken Koehn, Devils Lake, ND
District 3 Rep Erling Rolfson, New Rockford, ND
District 4 Rep Gene Johnson, West Fargo, ND
District 5 Rep Laverne Stippich, Hettinger, ND

Subsidies To Airlines Should Continue

Jerry Olson, President
Airport Association of North Dakota

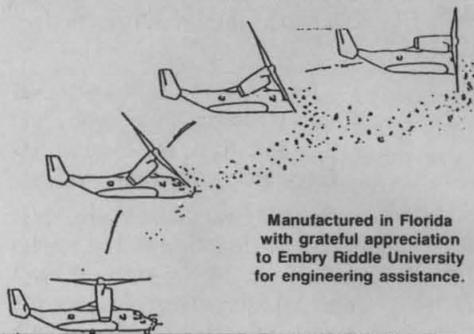
At the present time, the chances of getting a new revised airline subsidy bill past the United States 100th Congress seem pretty good. This is great news for Devils Lake, Jamestown and Williston.

With subsidies to airlines, like Northwest Orient Airlinck and Mesaba, serving North Dakota, scheduled to end on October 1, 1988, action was desperately needed. The action came with the formation of the National Committee of Cities and States for Airline Service (NCCSAS) back in November of 1986. This organization is made up of cities across the country that are currently under the Essential Air Service (EAS) subsidy program. Around \$40,000.00 has been raised from cities to technically put together the legislation. The primary purpose of NCCSAS is to get new legislation past Congress to continue subsidies to airlines serving approximately 140 rural communities in the United States.

The NCCSAS legislation is in the form of Senate Bill 582, introduced by Senator Exon from Nebraska on February 26, 1987. Hearings on the bill have been held in both the House and Senate Committees regarding transportation. The legislation has been received with very little opposition.

The NCCSAS bill will provide for a 10 year subsidy program ending on October 1, 1998. Included in the bill are provisions to provide marketing money for the airline serving the small community; increased involvement through code sharing and cross subsidies by major airlines; and more weight given to the communities being served in the air carrier selection process. All and all, the new bill is intended to provide air traffic growth provisions whereas the current E.A.S. program was designed to be more of a "maintenance" service to communities.

If all goes well, new legislation could be enacted before 1988, thus providing the security necessary for communities, like Devils Lake, Jamestown, and Williston, to continue to support local air service.



Manufactured in Florida with grateful appreciation to Embry Riddle University for engineering assistance.

Federal Assistance To Airports

Milton Heupel
FAA-AFO, Airports Engineer

Airports in North Dakota have received approximately \$30,453,004 in federal assistance for airport construction and improvements, land acquisition, and purchase of equipment under the Airport Improvement Program administered by the Federal Aviation Administration. This program began on October 1, 1981 as a follow up to the previous Airport Development Aid Program and Federal Aid to Airports Program and will expire on September 30, 1987.

The largest share of the assistance went to the four primary commercial service airports. They received a total of \$18,406,909 of which Bismarck received \$4,703,133; Fargo received \$6,801,978; Grand Forks received \$5,234,752 and Minot received \$1,667,046.

The three non-primary commercial service airports received \$5,073,784 which went to Devils Lake in the amount of \$900,115, Jamestown in the amount of \$685,226, and Williston in the amount of \$3,488,443.

The general aviation airports received \$6,669,147. The airports and amounts they received are as follows:

Bottineau	\$455,940
Bowman	\$632,700
Casselton	\$732,023
Crosby	\$615,384
Dickinson	\$958,380
Harvey	\$701,044
Hettinger	\$133,361
Mandan	\$264,954
Rugby	\$709,031
Wahpeton	\$518,400
Watford City	\$644,000
Valley City	\$303,930

The North Dakota Aeronautics Commission also received grants during this time totalling \$303,164 for the development of a State aviation system plan.

As stated earlier, the Airport Improvement Program will expire on September 30, 1987. Legislation for the extension or replacement of the program has not been completed as of the end of August.

Written comparisons of the House, Senate and Administration reauthorization bills can be forwarded to interested individuals by contacting the FAA Airports District Office at (701) 255-4011, Ext. 385.

North Dakota Automated Flight Service Station Begins Operations

Robert P. Fishman
FAA Air Traffic Manager

The Federal Aviation Administration commissioned the Grand Forks Automated Flight Service Station (AFSS) on August 4, 1987.

Eventually all pilots throughout the state will be provided Flight Services such as Pre-flight Planning Assistance, Pilot Weather Briefings, Flight Plan Filing, In-flight Services and Emergency Assistance from this North Dakota AFSS.

Except for minor problems causing INWATTS lines not to work in rotary and one airport posting the new toll-free number incorrectly, the cut-over and commissioning was as smooth as any to date, nationwide.

Pilots are encouraged to call the AFSS if any problems or questions arise, or to forward suggestions on how the new AFSS can best assist in filling your needs. The phone number during business hours is 772-2047. You are also welcome to call the same number to schedule tours of our new North Dakota Automated Facility.

FAA RECRUITING NEW CONTROLLERS

Don Driscoll
Chief Air Traffic Controller, Fargo

Because of the growing demand on the nations Air Traffic Control Centers, the Office of Personnel Management will be testing potential candidates for air traffic control positions nationwide. Testing locations in North Dakota have been set in Fargo and Minot on September 26th and October 10th, 1987. This will be walk-in testing only, no appointments are necessary.

Testing in Minot will be conducted at the Municipal Auditorium, 420 3rd Ave. S.W., at 9:00 A.M. The testing in Fargo will be held on the same dates at the Post Office Building, 657 2nd Ave. North, Rm. 319 at 8:00 A.M.

The testing locations will only be accepting fifty (50) people on each test day, therefore a total of 200 persons may take the examination. The maximum age allowable is thirty (30).

Those people interested in a career with the Federal Aviation Administration (FAA) are encouraged to apply.

NORTH DAKOTA AGRICULTURAL AVIATION ASSOCIATION

Tim McPherson, President, NDAAA
Cindy Beck, Tri-State Aviation

Serving the North Dakota Agricultural Aviation Association are a fine slate of officers who were elected during the March convention. Although their involvement with the organization requires donated time through out the year, they help keep the aerial application industry intact and functioning in North Dakota. These pilots are:

President	TIM MCPHERSON
Tall Towers Ag Service - Page, ND 58064	Telephone (701) 668-2302
Vice-President/Council Representative	JOHN LEFFORGE
Starfire Co. - Ellendale, ND 58436	Telephone (701) 349-3239
Secretary/Treasurer and Alternate NAAA Director	GERRY BECK
Tri-State Aviation, Inc., Wahpeton, ND 58075	Telephone (701) 642-5777
NAAA Director/NAAA Secretary	RON DECK
Sky Tractor Co. - Hillsboro, ND 58045	Telephone (701) 436-5889
NW Director	GARY LARSON
Larson Flying Service - Stanley, ND 58784	Telephone (701) 628-3304
SW Director	J.B. LINDQUIST
Air Dakota Flite - Hettinger, ND 58639	Telephone (701) 567-2069
NE Director	JACK ELLIOT
Jack's Aerial Spray - Drayton, ND 58225	Telephone (701) 454-6561
SE Director	KIRBY HAHN
Hahn Air Spray - Alice, ND 58003	Telephone (701) 633-5549
Council Representative	BEN MEIER
Jamestown Aviation - Jamestown, ND 58401	Telephone (701) 252-2150
Lobbyist	STEVE HETT
Hett's Agri Service - Mohall, ND 58761	Telephone (701) 756-7177
Alternate Lobbyist	BILL BEEKS
Central Flying Service, Inc. - Washburn, ND 58577	Telephone (701) 462-3593
FAA Liaison	LYNN LARSON
Dusty's Spraying Service - Fargo, ND 58103	Telephone (701) 232-6676

Because of geographics, the NDAAA only meets as a group during the March Symposium at Bismarck and during September. Ben Meier, of Jamestown Aviation, hosts the fall meeting this year on September 24 and 25, 1987. With the support of our allied membership, the NDAAA has been able to enjoy a feast and trap shoot along with their fall business meeting.

We encourage all aerial applicators to become involved in the North Dakota Agricultural Aviation Association since it is the only group organized with them in mind. NDAAA accomplishments include: the unification of North Dakota 137 operators in 1983, participation in Operation S.A.F.E. Pattern Testing, and the distribution of a newsletter called the "DAKOTA DUSTER". As we look to the future, we invite interested aerial applicators to contact us at Box 820, Wahpeton, ND 58075.

AG ACCIDENTS

Weston F. Edwards
FAA-FSDO, Principal Avionics Inspector

The question is often asked "What do we find by going to the accident site during an investigation?" This, of course, can vary tremendously depending on circumstances. One area which we look at closely is "Crashworthiness: the ability of the occupants to survive."

Two findings that have come out of agricultural accident investigations have been the need for maintenance of pilot restraint systems and also maintenance of the wire protection system.

We had three accidents in which the aircraft were totally destroyed. The pilots all survived with varying degrees of injuries. This speaks very highly of the crashworthiness of our agricultural aircraft. The degree of injury increased as restraining systems failed. The worst condition was a failure of seat attachments and the shoulder harness.

Our recommendation is that the owners and mechanics emphasize a well maintained seat attachment system and replace the shoulder harness if it shows any sign of deterioration. We encourage aircraft owners to cooperate with the mechanics. A few dollars here can save a lot of suffering later. In one case, the wire deflector failed to perform its function properly, resulting in the entire stabilizer system being jerked out of the aircraft. It may have been that the deflector cable was loose enough that the electrical wires had an opportunity to hook the vertical stabilizer. Subsequent surveillance revealed a number of loose deflector cables and, in one case, a badly frayed cable.

Take a look at your deflector system. In the event of a wire strike, it's your first line of defense.

AG SEASON REVIEW

Tim McPherson, President, NDAAA
Cindy Beck, Tri-State Aviation

The spray season has drawn to a close and the North Dakota Agricultural Association regional directors have a report of the ups and downs. J.B. Lindquist, Air Dakota Flite, Hettinger, the Southwest Director stated: (and I quote) "acres down, wind up, accounts high and excuses long". In the Northeast Region, Jack Elliot of Jack's Aerial Spray, Drayton, indicated many of the operators there had a so-so year, though his season was successful. Down in the Southeast, Kirby Hahn, Hahn Air Spray, Alice, noted operators in the valley area were busy early but spraying tapered off until the fungicide season, while outside of the valley it was fair early because of wet weather, but slowed in the later season. A lack of moisture gave way to a slow and easy season in the Northwest according to Gary Larson, Larson Flying Service, Stanley. In that area, and across the state, the aerial applicators are hoping for a better season in '88.

National Agricultural Aviation Association Agenda

Tim McPherson, President, NDAAA
Cindy Beck, Tri-State Aviation

Many applicators from the North Dakota Agricultural Aviation Association belong to the national organization which headquarters in Washington, D.C. This is the only association which promotes, protects, and preserves agricultural aviation in this country. In the past, North Dakota aerial applicators have served as NAAA officers and presently, Ron Deck, of Sky Tractor Company, Hillsboro, serves as the National Secretary.

Upcoming NAAA functions which may interest you include the Fall Board Meeting at San Antonio, Texas, October 8-11, 1987, and the National Agricultural Aviation Association Convention and Exposition in Mobile, Alabama, November 30 - December 3, 1987. If you're looking for an educational and exciting time, join us there!



FAA "WINGS" PROGRAM

Verl W. Addison

FAA-FSDO, Accident Prevention Specialist

In July of 1977, a new pilot safety program was introduced to the public in the FAA's Central Region to cope with rising numbers of general aviation aircraft accidents attributable to pilot error. Designated the "Pilot Proficiency Program", it was designed to encourage general aviation pilots to voluntarily avail themselves of continuing training. A tie tack or lapel pin and a Certificate of Competence were given to those pilots who completed the program. Public response was such that the program was adopted by all regions in July of 1979.

The Pilot Proficiency Award Program helps to reinforce the Biennial Flight Review by providing a mini-flight course with minimum instruction times and selected maneuvers prescribed. The Biennial Flight Review is, of course, required by Federal Aviation Regulation Part 61.57. This requires all pilots to obtain a flight and oral review with an appropriately rated flight instructor once each two years in order to act as pilot in command of any aircraft.

Although the Pilot Proficiency Program has been in existence in all regions since July of 1979, and has consistently been considered by the FAA as a primary tool for accident reduction, there are still numerous pilots that are unaware of the benefits and requirements of participating in this program. All pilots holding a private pilot certificate or higher and a current medical certificate, when required, may participate. Requests to participate in the program are normally made through your flight instructor, however, if one is unavailable or should he also be unfamiliar with the program, please contact an appointed Accident Prevention Counselor or the Flight Standards District Office.

There are currently six Phases to the program. Upon completion of each Phase, pilots become eligible to wear and are presented a distinctive lapel or tie pin (Wings) and a Certificate of Completion. The Phase I Wings are plain bronze tone, Phase II Wings are silver tone with a star added, Phase III Wings are in gold tone with a star and wreath, Phase IV Wings are gold tone and have a simulated ruby mounted in the shield, Phase V Wings are gold tone with a rhinestone mounted in the shield, and Phase VI Wings are gold tone with a simulated sapphire mounted in the shield. Of importance is the fact that all pilots must earn the right to wear the Pilot Proficiency Wings. No complimentary

Wings will be given.

Pilots may select the category and class of aircraft in which they desire to receive their operational training. All training requirements must be completed within 12 months after beginning training under the Pilot Proficiency Award Program. Certain training and flight maneuvers, with specified training minimums, have been established for airplanes, rotorcraft, gliders, and lighter-than-air. The training requirements represent those phases of operation for each category of aircraft that have been identified from accident reports as most likely to produce accidents.

As an example, the training requirements for airplanes is as follows:

1. One hour of flight training to include basic airplane control, stalls, turns, and other maneuvers directed toward mastering of the airplane.
2. One hour of flight training to include precision approaches, take offs and landings, including cross wind, soft field, and short field techniques.
3. One hour of instrument training in an airplane, instrument simulator, or training device.

Similar requirements apply to rotorcraft, gliders and lighter-than-air aircraft.

The three hours of required dual in each category of aircraft may be substituted by completion of a training program utilizing simulator or training devices conducted by such organizations as Flight Safety International, Inc., SimuFlight Training International, Inc., and many of the nations air carriers.

In addition, all applicants must attend at least one FAA or FAA sanctioned Aviation Safety Seminar or industry conducted recurrent training program. FAA sanctioned Safety Seminars and recurrent training programs are conducted by several industry related organizations.

Attendance at an Accident Prevention Program Aviation Safety Seminar must be verified in the pilots log book or other proficiency record. This verification must be signed by an FAA Accident Prevention Specialist or other FAA personnel, or any Accident Prevention Counselor involved in conducting the seminar.

Twelve months must elapse after the date of meeting the final requirements for the previous Phase Award before a pilot may initiate action to qualify for the next Phase Award. Additionally, for the Phase V and Phase VI Awards, a pilot must not have been involved in an aircraft accident within the past consecutive five years or six years respectively, in which he or she was determined to be at fault.

The Pilot Proficiency Wings may also be earned by certificated flight instructors, based upon the number of pilots they

certify through the program and their participation in safety clinics. Details of how flight instructors may earn the Proficiency Wings are available through the Accident Prevention Specialist of the Fargo Flight Standards District Office.

As pilots complete each step of the training outline above, their log book or other proficiency record must be endorsed by the person who gave the instruction. That endorsement should read as follows:

Mr./Ms. _____, Holder of Certificate No. _____, has satisfactorily completed the training requirements outlined in Advisory Circular 61-91E, Paragraph 6A, B, C, or D.

This is followed by the flight instructor's signature, instructor certificate number and expiration date of the instructor certificate.

The Pilot Proficiency Award Certificate and the appropriate Wings will be awarded after the pilot's log book or other proficiency record is presented to the Accident Prevention Specialist for verification of completion of training as stipulated in the appropriate Advisory Circular 61-91E.

Statistical information readily verifies the fact that participation in a recurrent training program substantially reduces the chances of pilot error induced incidents and accidents. We encourage each pilot to establish a regular recurrent training program and invite your participation in the Pilot Proficiency Award Program.

Other safety related questions may be directed to Verl W. Addison, Accident Prevention Specialist, FAA, Flight Standards District Office in Fargo. Here's wishing you all safe flying.

Note from NDPAMA Editor

Gary Johnson, NDPAMA

The NDPAMA Newsletter will be temporarily discontinued as long as the NDAC puts out their newsletter. A publication of this type is in the best interest of all aviation concerns in North Dakota, and the NDPAMA will contribute to it. Please send in any type of article pertaining to maintenance, suggestions, etc. to Jerry Olson, Box 1306, Williston, ND 58801, this includes FBO's, repair stations and mechanics.

Calling All Pilots

Gerri Saylor
NDPA Vice President

If there ever was a time for general aviation pilots to band together at the state level, it's now. There is much to be gained by pooling our experience and offering a unified stand on issues that affect aviation at the community and state levels. In most states, pilot associations are the strongest voices heard in aviation lobby efforts.

There is another important reason to come together as a group — that is, the sheer fun of sharing good times. We, as fellow pilots, claim a special comradeship that by itself gives us a perfect rationale for organizing.

The North Dakota Pilots Association is one of six organizations which make up the North Dakota Aviation Council (NDAC), the state's watchdog for general aviation. With 3,900 registered pilots in the state of North Dakota, NDPA could be one of the most influential segments of that umbrella organization.

And, yet there are just 35 registered members of the North Dakota Pilots Association. A few of us are crazy enough to believe we might be able to breath new life into the organization, but we need your help. Without membership, there's no reason to exist.

Membership fees have been reduced \$16 to \$10 for regular members and from \$11 to \$5 for student members. What do you get in return? The satisfaction that comes with knowing your membership fee will be used to co-sponsor events to promote safety and to put the fun back in flying.

NDPA will have a big hand in planning this year's Aviation Symposium to be held in Bismarck in mid-March. That means special programs just for you, the pilot.

When you join NDPA, you'll receive a membership card and a subscription to the new state aviation newsletter published quarterly by NDAC to keep you informed about general aviation news around the state.

We'd like your ideas on what NDPA means to you and how we can make it even more meaningful. What projects would you like NDPA get involved with? Would you be willing to help organize safety seminars or hangar parties in your area?

Would you be interested in taking part in biennial flight review clinics? Poker runs? What about public awareness campaigns — is this something you think NDPA should work on? Are you interested in having a re-run of the television short

course, Invitation to Fly, that was broadcast over public television two years ago by NDPA?

Let us hear from you. At the same time, send us your check for \$10 to John Bridewell, NDPA Secretary-Treasurer, Box 8216 University Station, Grand Forks, North Dakota 58202. This is your organization. Let us know how it best serves your needs.

News from UND Center for Aerospace Sciences

The University of North Dakota broke ground in mid-September for a \$7 million Aerospace Training and Research Center. The two-story building, being built just west of the Center for Aerospace Sciences (CAS), is designed to serve as a hub for development and dissemination of research and materials relating to air safety and airline operations. It will also be used as a base for training pilots for Northwest Airlines and other flight customers worldwide.

A major focus will be developing sophisticated computer-based instruction programs to enhance the Airway Science degree for the Federal Aviation Administration and applying that technology to developing advanced flight training systems for beginning pilots through airline transport ratings.

The building will be the headquarters for the Grand Forks division of Northwest Aerospace Training Corporation (NATCO), a flight training subsidiary of NWA, Inc., parent of Northwest Airlines. It will feature four 3-degree flight simulator bays to be equipped with full-motion commercial simulators and cockpit procedure trainers. In addition to pilots training here on a contract basis with NATCO, students enrolled in UND's four-year aviation programs will also have access to the full-motion simulators during off-peak hours for little more than the operating cost.

The building will also be equipped with media production studios for development of computer-based instruction programs. CAS staff will be doing a major share of developing new training prototypes for the entire Northwest fleet of B727, 747, 757, and newly-acquired Republic aircraft, DC-9, DC-10 and Conqair 580.

The project is being funded jointly by a grant from the Federal Aviation Administration and the sale of bonds approved by the State Board of Higher Education and the Legislature.

1988 NORTH DAKOTA AVIATION SYMPOSIUM

Jerry Olson
North Dakota Aviation Council

The North Dakota Aviation Council's annual symposium will be held March 7-9 at the Kirkwood Motor Inn in Bismarck. Any and all individuals that have topics or concerns they would like to see addressed at the symposium, please contact one of your organizations officers. This years symposium is shaping up to be one of the best ever - so make plans now to attend.

Operation Raincheck

Archie Whitaker
Operation Raincheck Coordinator
Federal Aviation Administration
(612) 463-5125

Operation Raincheck will be offered to the flying public according to the following schedule:

- November 2 Fargo, ND
Dakota Aero Tech Class Room, Old Terminal Building, Hector Field, 6:30 p.m. to 10:00 p.m.
- November 3 Grand Forks, ND
FAA Conference Room, Old FSS Building, International Airport, 6:30 p.m. to 10:00 p.m.
- November 4 Minot, ND
Trinity Hospital, Kitchen Facility, 6:30 p.m. to 10:00 p.m.
- November 5 Bismarck, ND
State Capitol Auditorium, State Capitol, 6:30 p.m. to 10:00 p.m.

The agenda is as follows:

1. Introduction
2. History of FAA/Operation Raincheck
3. Air Traffic Control Procedures (Center)
4. Air Traffic Control Procedures (Terminal)
5. Regional FSS

The course is designed to familiarize pilots with Air Traffic Control, its benefits, responsibilities, functions, problems, and relationships with all facets of aviation. Although the program is oriented to the instrument-rated pilot, all pilots should be encouraged to participate.

AIRPORT EQUIPMENT FOR SALE

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Primary Voltage 208/250
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Rated Output 4KW

CALL JERRY OLSON 774-8594



"As a matter of fact, sir, I'm just the mechanic, he's the pilot."

The Williston Airshow was held May 16th and 17th attracting some 7000 people during the two day event. Entertainment included: The Coors Light Silver Bullet Jet, Al, Warren and Kent Pietsch Aerobatics, The Misty Blues all women skydiving team, Bob and Pat Wagner Aerobatics, and Dakota Balloon Adventure. Thanks to the many volunteers, the airshow was considered a great success.

North Dakota Aviation Quarterly

Box 1306

Williston, North Dakota 58801

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