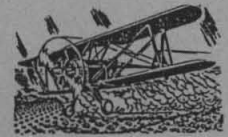


# NORTH DAKOTA AVIATION QUARTERLY



Issue #4

NDAC

July 1, 1988

## “NORTH DAKOTA AIRPORT BLOCK GRANT PROGRAM” AIRPORT ASSOCIATION’S #1 PRIORITY IN 1988-1989

*Jerry Olson  
President, AAND*

The North Dakota Aeronautics Commission Airport Block Grant Program (ABGP) is the #1 priority for AAND in 1988-1989 and should be of some concern for all individuals interested in the future of aviation for North Dakota.

In an effort to convince the executive and legislative branches of state government that there is real support for this program, AAND is leading a resolution drive for the 1989 state legislative session.

It was determined that one of the best avenues to get the resolution out to the aviation public would be to distribute it in the “Quarterly”. On the last page of the “Quarterly” you will find a perforated section of which a blank resolution is printed. At the minimum, I urge you to sign this resolution as an individual. Additionally, please make copies of it and get as many organizations (chamber, city/county government) as possible, to enter into it. Please return all resolutions as soon as possible to the following address:

City of Williston Airport  
P.O. Box 1306  
Williston, ND 58801  
Attn: Greg Haug

A supplemental article explaining the facts about the ABGP is in this edition of the “Quarterly”. If you have any other questions regarding this program please contact Jack Daniels, lobbyist, North Dakota Aviation Council, at 572-3773. A history of the ABGP is also available by contacting Greg Haug 774-8594.

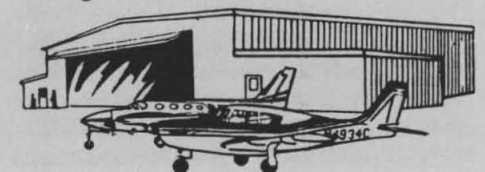
## PAVEMENT MANAGEMENT STUDY

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

The N.D. Aeronautics Commission has solicited for consultants to develop a statewide pavement condition index at some 70 public-use paved airports across North Dakota. This study will be in conjunction with a federal planning grant from FAA Airport Improvement Program.

The Study’s objective is to provide the FAA and State with a comparison of the condition and performance of airport pavements and to provide a rational basis for justifying and prioritizing pavement rehabilitation projects. The Aeronautics Commission aviation fuel tax revenue is approximately \$250,000 annually utilized to match 50% grants at some 93 secondary general aviation airports. These limited funds have put a substantial burden on the Commission to preserve and maintain the State’s airport surfaces. This Planning Grant will assist program timing for future maintenance grants.

Over the last 5 years, the Commission has allocated 75% of the available funds for pavement rehabilitation with the local Airport Authority Boards sponsorship of rubberized crack seals, seal coats and overlays. Under this aggressive program, we currently don’t have a single airport endangered to close due to lack of maintenance efforts. The Airport Authority Boards are commended for their foresight in managing their local airports. Under this upcoming Pavement Study, we shall be able to forecast these costs for the Boards budgetary planning purpose under the tight fiscal environment.



## FINAL RULE 88-2 MODE C TRANSPONDERS

*Gary Ness, Director  
North Dakota Aeronautics Commission*

After generating more than 50,000 responses to NPRM 88-2, the FAA has published a modified version that gives relief to general aviation.

The new version requires use of transponders within a 30-mile radius of 27 major airports located within the 23 terminal control areas (TCA’s) by July 1, 1989. Mode C also will be required, effective December 30, 1990, from the ground to 10,000 feet MSL above 109 airport radar service areas (ARSA’S). In addition, FAA established Mode C zones around airports in Fargo, N.D. and Billings, Montana. The Control Area was dropped from 12,500’ MSL to 10,000’ MSL for Mode C operations.

We do not know, as of now, why Fargo was designated. The effect is extensive, 5 public use airports and 42 private airfields will be inside that circle. The Commission intends to explore this rule fully and see what relief can be had as far as this situation is concerned at Fargo.

At the time of this publication, we do not have the complete hard copy of the published rule, so not all the facts are available.

### SPECIAL NOTE:

As of July 11th, Jerry Olson will be in Wyoming. We will miss his dedication not only to the Williston Airport, but to North Dakota Aviation as well. Jerry’s involvement nationally to effect the EAS funding reinstatement was extensive. Cheyenne’s gain if our loss.

We at the Commission wish him well and God’s speed in his new venture.

## PAMA NEWSBRIEFS

By Paul Smith, President NDPAMA

It is apparent that the notorious NPRM 88-2, "Mode C" may have been overkill as stated by FAA Administrator Allan McArtor. Promised final rule would be modified to be "more balanced". Also stated that most of the 50,000 responses to proposed rule were negative.

The FAA proposed Airworthiness Directive (AD) of CESSNA 400 series seats requiring structural reinforcement would be at a cost of at least \$900 per aircraft.

**Lycoming** (AD 80-04-03 R2) applies to 320 and 360 engines operating with larger hydraulic lifters "T MOD" need to continue to report presence of oil contaminants. There also is proposed an A.D. for Lycoming parallel valve heads. This requires mandatory oil filter change intervals and repetitive inspections of exhaust valve to exhaust valve guide clearance.

**Continental** (AD 88-03-06) requires the replacement of oil filters 649309 and 649310 which are used in some Continental 360, 470, 520 and 550 engines.

The proposed helicopter occupant restraint system has been reopened. This is due to the opposition by Helicopter Manufacturers and the general public. Proposal would have required shoulder harness for each seat and the addition of dynamic crash-impact design seats.

Lycoming has reduced prices on "high useage - fast turnover" piston engine parts — an average of more than 35%.

If you are interested in making a solid state timing light check the June issue of the Aviation Mechanics Journal.

## SATISFACTORY AIR SERVICE

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

A recently completed FAA Planning Study gave N.D. Air Service good marks but identified service improvements. The Aeronautics Commission's objective was to sustain and when possible, enhance the State's scheduled commercial air service.

Recommendations issued by Aviation Planning Associates for the Commission in late 1987 report were:

- Promote use of existing local air service in the community's airport service area.
- Monitor airfares and schedules monthly in order to identify problems.
- Greater communication with the travel agents and airline management to identify service problems.
- Better instate air access to unite the state stimulating the economy, creating new jobs, and promoting increased tourism, especially with the upcoming Centennial travel needs.

Deregulation impacted our state in 1986 with the airline mergers of Northwest and Republic, Continental buyout of Frontier and the threat of no Essential (EAS) Air Service program after October 1988. The new Airport Improvement Program was signed by the President on December

30, 1987 contained the provision for a 10-year extension of the EAS program to insure air service in Devils Lake, Jamestown and Williston communities. But the new bill allows for enhanced service in which the Air Study results will be used for determining carrier profitability in additional route considerations. The community of Dickinson may also be a candidate for consideration under this new program.

Highlights of the Study are available through an Executive Summary and 7-minute video tape by contacting the Aeronautics Commission at (701) 224-2748.

### 1989 CONVENTION NOTICE

Convention goers will be asked to pre-register for the 1989 Upper Midwest Aviation Symposium. This change is being made for your convenience and to streamline the opening day of the conference. Look to the October and January issues of the "Quarterly" for more information on pre-registration.

## NORTH DAKOTA 99's

Beth Lucy, Chairman  
North Dakota Chapter 99's

Despite a touch of hot summer weather, the lady pilots were at the airport in Leonard, North Dakota, on Saturday, June 18, airmarking the runway. Airmarking is an annual project of the North Dakota Chapter 99's. This year, the runway at Leonard was painted with 60 foot numbers, designating the directions of the runway. It makes a fun day for chapter members - a day of rollers and paint, a picnic lunch in the shade, and much chatter and comradery.

Our members had a most interesting and informative tour of the Grand Forks Automated Flight Service Station in April. The May meeting included a proficiency spot landing contest (power-on and power-off landings) at the Dickinson airport. Contest winner was Dianne Herr of Turtle Lake in her Cessna 150.

The 99's will be meeting in Carrington in July. We are planning an International 99's Meeting in August, joining with women pilots from the Saskatchewan and Greater Winnipeg Chapters at the International Peace Gardens.

Our meetings are scheduled on the third Saturday of the month at 11:00 A.M. All certified women pilots from North Dakota are invited to join us - we'll guarantee a most enjoyable "let's talk flying" day!

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#### North Dakota Aviation Council

EDITOR: Jerry Olson

PUBLISHER: Greg Haug

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P.O. Box 1306

Williston, ND 58801

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Send Address Changes To North Dakota  
Aviation Quarterly, C/O Jerry Olson, P.O.  
Box 1306, Williston, ND 58802.

## ICBM DEMONSTRATION TEAM SPREADS THE WORD

Public Affairs Office  
Minot AFB

MINOT AIR FORCE BASE, ND — “We would like to spread the word of missiles and missile operations,” said 1st Lt. Justin Green, senior briefer on the 91st Strategic Missile Wing’s ICBM Demonstration Team.

“All too often missiles and missileers fall victim to ‘scare films’ that don’t accurately portray missile operations,” Lieutenant Green continued, “and we want to change that by increasing the public’s conceptual knowledge about how ICBM operations really work.”

The ICBM Demonstration Team was created last June through a Strategic Air Command directive. The primary purpose of the team is to increase public awareness of missile operations. Minot’s team contains eight primary briefers. They have performed at Northern Neighbors Day and are available for civilian organizations.

“We can tailor our briefings to the audience,” Lieutenant Green said. “This ranges from a fifteen minute lecture to Launch Control Facility tours lasting several hours. We have coordinated slide briefings, video tapes of launch sequences and actual missile launches, and scale model training aids enabling us to demonstrate missile combat crew member actions when running various checklists.”

Lieutenant Green said the briefings have been well received by the public and Air Force members not associated with missile operations. “We had some Cana-

dian civilians that were really impressed with the accessibility of information concerning missile operations, as well as Canadian and NATO visitors who were also pretty responsive to what they saw,” he said.

Civilian organizations desiring a briefing by the Minot AFB ICBM Demonstration Team should contact the Minot AFB Public Affairs Office at 723-6211.

## NORTH DAKOTA AVIATOR’S WILL BE MISSED

Jerry Olson  
Editor NDAQ

For the past five and half years I have been involved with aviation in the State of North Dakota. During this time I have had the opportunity to meet and work with many fine individuals in the various segments of our small, but united industry.

Largely, I have found, the personnel in the FAA Offices, Aeronautics Commission and the many aeronautical private companies are hard working and on the leading edge of many aviation advancements.

One of the factors, I feel, that is most vital in maintaining the competitive edge in the state is the proper use and distribution of information. It was my hope that the “North Dakota Aviation Quarterly” would help serve this purpose, in addition to uniting our industry within the state.

The NDAQ was a special pet project for me and alot of individuals within the North Dakota Aviation Council and one in which encountered alot of labor pains before its birth. Rest assured, despite my leaving the state for other employment, the NDAQ will not die. Mr. Greg Haug, who will be taking my place as manager of Sloulin Field International Airport, is also taking over as Editor of the NDAQ. Greg has been working with me on the Quarterly since its inception and I am convinced with his guidance and your input it will continue to grow and flourish.

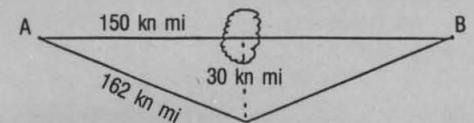
As I move to Cheyenne, Wy, I am confident that qualified people will step forward and take over responsibilities that I have welcomed, working for the Aviation Council, Airport Association and Pilots Association of the state. I thank the aviators of the state that have allowed me to serve and wish you all the best in the future.

Jerry Olson,  
Editor, NDAQ

## FLYING TIP

Milt Glovatsky  
Servair Accessories, Williston, ND

With hot summer weather comes tall nasty thunder storms, which contain most of the weather relayed flight hazards; (turbulence, icing, hail, low ceiling and visibility, etc.) As pilots, how should we deal with this hazard? The best advice is to STAY AWAY! GLEIM’S Private Pilot Handbook recommends 20 miles away. This may sound like a burden, but let us take a closer look. Consider a 150 nautical mile trip from point A to point B with a ground speed of 120 knots. Centered on the middle of our route is a thunder storm 20 nautical miles wide. If we are to give this storm a 20 nautical mile berth, we would be required to deviate 30 nautical from the center of our course. This deviation would add only 12 nautical miles to our route and thus only 6 minutes to our flight time. Now if 6 minutes seems like a long time to you, try penetrating a thunderstorm; that will seem like forever! But after all it is your time. Happy flying!



## NORTH DAKOTA DEPARTMENT OF TRANSPORTATION

Jack Daniels  
NDAC Lobbyist

The issue of a North Dakota DOT is very much alive. In several recent meetings with the consultant to the Highway Department working on a DOT program for ND transportation interests, I am finding the issue is moving forward.

The program apparently has the blessing of the Lt. Governor and is attempting to do something to bring surface transportation together in the state.

We in the aviation community have it together and working. We do not need anymore “Help” from anybody.

Keep your eyes and ears open for any signs of change on this issue that may involve the Aeronautics Commission.

Those who are members of GNDA can visit with Dale Anderson in Fargo and express your views on this issue. GNDA is taking an interest in this effort and needs some input on which way to move GNDA support.

### CALENDAR OF EVENTS

July	10	Moosejaw, Saskatchewan, Canadian Forces Base Airshow - 10:00 a.m. - Snowbirds, Fly-Bys, Military Statics.
	16-17	Dakota Territory Air Museum Airshow, Minot International Airport - 10:00 a.m. - World Speed Record Attempt (prop-driven).
	23	Henning Airport Airshow, Henning, MN - 1:00 p.m.
	24	Marshall Airport Airshow, Marshall, MN - 12:00 Noon
Aug.	14	Northern Neighbors Day, Minot AFB Airshow and Open House - 10:00 a.m. - Thunderbirds.
	20-21	Black Hills Fly-In and Air Show, Black Hills Airport, Spearfish, SD sponsored by Experimental Aircraft Association Chpt. 806.
Sept.	18	Portage La Prairie, Manitoba, Canadian Forces Base Airshow and Open House - 10:00 a.m.

# North Dakota Aviation Manufacturer

Gene Hanson  
Jackson Mfg. Co.

Jackson Mfg. Co. was started in 1965 in a farm shop by Erval D. Jackson of Edgeley, North Dakota. In 1966 a new steel building was built to house the factory. Jackson designed and built farm equipment, the Jackson 4 wheel drive tractor, swather transport, self propelled swather, and did custom building for other companies.

Jackson was always interested in aerodynamics and in 1980 he and his wife Darlene and a partner started a R/C hobby shop. It was a mail order house as well as store front sales. During this time he designed a R/C (remote controlled) trainer called the Dakota Hawk 76 and a Dakota Hawk 96 with a 103" wing span. These kits are being sold nationwide and in many foreign countries. In 1982 Jackson purchased his partners half of the business and became sole owner of E & R Hobbies, which is now incorporated with Jackson Mfg. Co. The Dakota Hawk 76 is being made in kit form by Jackson Mfg. Co. and the blueprints are available for the 96 for the scratch builder.

In 1983 Jackson became interested in building bigger aircraft and became a dealer for Fisher Flying Products from South Webster, Ohio. Fisher markets a plane called the FP-202 which resembles the Piper Cub only in the ultralight class. It is an all wood constructed aircraft and fully enclosed with a 30' wing span. Jackson started building the FP-202 in his factory facility on the farm. This naturally stirred a lot of interest from local people.

In January of 1986 the Edgeley Community Development Corporation approached Jackson with the idea of relocating in the cities Industrial Park, located at the intersection of Hwy's 281 & 13, and became involved in the building of aircraft of this type on a larger scale to help promote economic development. With the aid of the ECDC Jackson secured a Community Development Block Grant loan and on July 11, 1986 ground breaking ceremonies were held for the new facility.

On October 10, 1986 after surgery Jackson was diagnosed as having colon cancer. Jackson kept pushing ahead after his release from the hospital even though he was very weak and sick from treatments most of the time. Employees were hired, stock ordered in, and operations set up to begin building aircraft. Unfortunately shortly before Christmas another operation was deemed necessary. On January 9, 1987, after the plant had been in operation less than a week, Jackson passed away.

The plant is now operated by his wife Darlene, Joseph C. Neis, plant manager, Gene Hanson, sales manager and pilot, Dale Denning, plant foreman, and two fulltime assembly workers, Vera Salzsieder and Earl Podoll. There is a plane in the showroom and a two place Super Koala available for demonstration purposes at the Edgeley Airport. Jackson Manufacturing has a plane that they take to airshows, shopping malls, expos, conventions and other events.

At present time Jackson Mfg. Co. is selling all of the Fisher line of aircraft which consists of six aircraft in the kit form in the ultralight category and two aircraft in the kit form in the experimental category. A new kit is expected to be released in the spring of 1988 which will resemble the Cessna 150. This kit will be in the ultralight category. Jackson presently builds the FP-202 up to a ready to fly and expects to be building other kits into ready to fly aircraft. They also do custom building for the customer that would like to finish parts of the aircraft himself. They also have a fiberglass shop, paint facilities, aircraft grade wood, aluminum, bolts, and other hardware for the homebuilder and flying enthusiast.

## Governor's Regional Air Service Committee

Gary R. Ness, Chairman  
Regional Air Service Committee

On June 28, 1988, the 4th meeting of the Regional Air Service Committee was held at Minot, N.D. This committee was formed by Governor George Sinner in the fall of 1986, due to the demise of Frontier Airlines and airline mergers. The Committee's goal is to reinstate air service between North Dakota and the Provinces of Saskatchewan and Manitoba. Presently, no direct service exists between these markets.

Committee Chairman Gary R. Ness, Director of the Aeronautics Commission along with representatives of the cities of Winnipeg, Saskatoon, Regina, Bismarck, Fargo, Minot, Grand Forks, Williston, Devils Lake and Jamestown play an active role in the committee's efforts. Airline management and marketing staff provide insight to the committee for coordination with governmental bodies to support and maintain air service in the region.

Meeting highlights were the 1988 Airline passenger report at 7 North Dakota cities reflect at 15% downturn versus

## For The Low Flyers -

Cynthia Schreiber-Beck  
Special Assistant, NDAAA

I am happy to report an increase in the NDAAA operator membership from 1987. Currently, 114 of the North Dakota operators, or 45%, belong to the North Dakota Agricultural Aviation Association, of those, 37 paid their membership to the National Agricultural Aviation Association. Twenty pilots also joined this year along with six companies in the allied industry category. A reporting of these figures does not mean a halt in seeking new members but an incentive for non-member applicators to join a thriving organization at an approximate cost of 7¢ a day.

For an update, the 1988 Spring Operations S.A.F.E. Pattern Tests could not compete with the wind at Jamestown and Devils Lake but those scheduled at Stanley and Hillsboro provided opportunity for 13 NDAAA operators to improve the spray pattern of the airplanes. Without the expertise of Dr. Vern Hofman, and his crew from the NDSU Extension Service, and the cooperation of the site hosts, Operation S.A.F.E. could not be conducted. All the people who assisted and participated deserve a thank you for taking the time to improve the industry of agricultural aviation.

With all the elements against agricultural aviation operators so far this year a record number of acres won't be sprayed. But if everyone stays out of trouble and remains healthy they can look forward to next season.

1987, report by Bill Campion, Vice President, Marketing NW Airlines, possibility of commuter air route between Minot and Regina, renewal of Essential Air Service program, disclosure of air service marketing programs, such as Winnipeg-Grand Forks-Denver route consideration, and review of the committee goals.

The committee passed two new resolutions to (1) Keep abreast of regulation legislation of airline industry in Congress and (2) support continued authorization of airport development/rehabilitation funds, such as the Denver new hub International Airport.

The key to the workings of the committee is that an "open line" of communication to the airline management has been established to voice concerns that effect the regions air service. Individual airport management can develop a repoiré with the airline industry to correct any local service iniquities to insure passenger growth to worldwide destinations.

# POSTFLIGHT INSPECTION

Verl W. Addison  
Accident Prevention Specialist, FAA FSDO

Many safety devices and procedures that are developed for air carriers and commercial aviation are resisted by other general aviation pilots because of the expected increase in operating costs. However, there is one procedure practiced by large operators that private pilots might consider adopting, since it costs nothing more than a little time — and in the long run could save both lives and money.

That practice is the postflight inspection. Preflight inspections are a time-honored and widely accepted procedure, directly tied to the Federal Aviation Regulations that make the pilot responsible for not taking off in an aircraft unless it is airworthy. But many people in aviation feel that mechanical deficiencies which arise during a flight can best be identified and attended to at the completion of the flight, rather than before takeoff.

This is an ideal moment to take a slow walk around to see how your faithful old bird has fared en route. You are not looking for anything as obvious as arrow shafts or bullet holes (not usually) but more subtle signs of strain or wear, such as the following:

- Wrinkled skin. Could indicate internal structural damage, following exposure to severe turbulence or airspeeds in excess of limitations for a given maneuver. Requires immediate examination by an appropriately qualified technician.
- Metal damage from stones or other debris. Propellers are especially vulnerable; also the underside of the fuselage and the airfoils.
- Mud, ice, etc., clogging up small openings, such as pilot tubes or vent holes, may give you distorted readings on vacuum pressure instruments.
- Scuffed or torn tire surfaces. Can occur even on paved runways, as a result of potholes or metal parts dislodged from aircraft.
- Uneven landing gear extension. Could be caused by loss of tire pressure, improper pressure in struts, leaks, etc.
- Fuel stains, or other signs of leakage of fuel, oil, or hydraulic fluid. The source of a leak should be found and corrected by a qualified mechanic prior to further operation of the aircraft.

Your experience during the flight may direct your attention to other potential trouble areas. Excessive fuel consumption en route? Check the fuel caps seating, the fuel drains, underneath tanks and line fittings. High oil consumption? Look for drips around engine seals. Uneven braking or steering on the ground? Take a good look at the undercarriage. And so on.

This is not to suggest that a postflight inspection should take the place of a preflight inspection — both are important. There are special problems which occur typically during periods of disuse. Corrosion or rot may develop. Insects or rodents or birds may nest in engine tubing. Water may condense in the fuel. Tire pressure may go down. Inspections may become overdue. And so forth.

Problems surfacing during preflight could be said to be more of a passive nature than those which may be found immediately after a flight. Both are important.

## NEWS RELEASE

### FAA USER'S FORUM SCHEDULED

Verl Addison, Accident Prevention Specialist for the Federal Aviation Administration Flight Standards District Office in Fargo, announced an Aviation User's Forum to be held at the Reinecke Fine Arts Auditorium on the North Dakota State University Campus in Fargo, at 7:00 p.m. on September 29, 1988. Addison explained that the User's Forum would be an opportunity for pilots, aircraft owners, mechanics and all others with aviation interest in North Dakota, to meet and discuss their ideas and concerns with the FAA Great Lakes Regional Director and the Division Managers who will attend. The Director and Managers are from the Great Lakes FAA Regional Offices located

in Des Plaines, IL., which has responsibility for FAA policy in North Dakota.

Guest speakers will be announced at a later date, by way of a direct mailing, to certificated airmen in North Dakota and by radio, TV and newspaper announcements.

Although the meeting is designed for FAA aviation users, the general public is invited as well.

Be sure to mark the date on your calendar. That's 7:00 p.m., September 29, at the NDSU Reinecke Fine Arts Center in Fargo. For further information please contact the FAA FSDO at (701) 232-8949.

## From the AFSS Manager

Bob Fishman  
FAA Air Traffic Manager

We at the AFSS are very proud of the service we provide the pilots of North Dakota and will continue our efforts to improve that service. On June 23, we began an enhanced form of PATWAS known as Telephone Information Briefing Service or "TIBS". This new service is designed to assist in meeting the present and future demand for flight planning services. TIBS will allow each AFSS to customize its weather products to best meet user needs.

TIBS provides a continuous telephone recording of meteorological and aeronautical information for all North Dakota aviators through our 800 INWATS telephone service. Each of the four TIBS recordings will include an area briefing, airspace procedures, and special announcements covering 1/4 of the state. They will also include surface observations, terminal forecasts, and winds/temperatures aloft forecasts.

You may access this information with a touch-tone phone when you hear the Grand Forks AFSS main announcement by pressing "#\*" (pound, star) and the announcement number. The announcement numbers for each quarter of North Dakota are:

Northeast 201	Southwest 203
Southeast 202	Northwest 204

We still occasionally hear from a pilot who has tried to call on the old Grand Forks FSS INWATS number (800-732-4247). This number is **not** connected to the AFSS. Our only INWATS number is 800-322-5552 and can be used statewide.

Consolidation of the Dickinson Flight Service Station into the Grand Forks AFSS will occur in mid-October. Twenty-four hour weather observations will be provided at Dickinson. Other functions of the flight service station, such as ILS and NAVAID monitoring, inflight radio, and telephone services for preflight, will continue to be provided. We experienced a very successful consolidation of Jamestown earlier this year, and the transition of Dickinson will occur just as smooth.

I hope that our new TIBS product will help provide even better service to the North Dakota aviation community. "I would also like to caution you that due to roof replacement, the Jamestown, ND VORTAC is planned for shut-down from July 11th - August 19th, 1988.

Your continued input about any of our services is welcome, and does result in improvements for you. Please call me with any concerns for my administrative number (701) 772-2047. Fly safe.

# ECONOMIC IMPACT OF AVIATION IN NORTH DAKOTA

(Exerpts from Statewide Study report to the North Dakota Aeronautics Commission by Aviation Planning Associates, June, 1988)

Aviation is one of the most important factors that influence an area's economic growth and development, yet its impact is often not quantified nor made visible to the public. As part of the State Aviation System Plan Update for North Dakota, this study was prepared to emphasize the following facts concerning the aviation network's impact on local economies throughout the State:

- It functions as an economic activity which generates employment, the purchase of goods and services, and the payment of taxes.
- It provides a service that contributes significantly to commercial and industrial growth and development.

The results of this study quantify the benefits of aviation to demonstrate its value to the public and provide a proper vehicle in support of aviation and any future development of the State's aviation network.

The economic impact of aviation on North Dakota's economy is illustrated by the following findings derived from this study:

- The Statewide economic impact that is directly attributed to aviation is estimated to be \$184.3 million in 1987. Including the secondary or induced spending that circulates throughout the economy, the total impact reaches \$460.7 million.
- Another important factor concerning aviation's impact is that it generates jobs throughout North Dakota. The number of jobs that are directly attributed to aviation is estimated to be 3,289 in 1987. Including the additional jobs generated in support of this work force, total employment is estimated to be 6,578.
- Major nonaviation businesses throughout North Dakota rely on the aviation network in conducting their business. Based on survey findings, approximately 75 percent of these businesses utilize commercial air service; 45 percent utilize general aviation aircraft; and over 65 percent consider proximity to an aviation facility at least important in their site selection criteria.

The findings contained within this report are based upon extensive research sponsored by the North Dakota Aeronautics Commission (NDAC). Many businesses, agencies, and associations were contacted during this study, and NDAC is deeply indebted to those who participated in the survey portion of the analysis.

TABLE III-3

## North Dakota State System Plan EXPENDITURE SUMMARY

Group	1987 Expenditures (\$000)		
	Direct	Induced 1/	Total
Airline	\$ 7,979	\$ 11,969	\$ 19,948
Concession	7,377	11,066	18,443
Gov't/Mil	37,620	56,430	94,050
Air Freight	1,979	2,969	4,948
Miscellaneous	885	1,328	2,213
Comm. Service			
Tenants	\$ 55,840	\$ 83,760	\$139,600
GA Management	2,638	3,957	6,595
Ag Sprayers	17,758	26,637	44,395
FBOs/Others	39,494	59,241	98,735
Travel Agents	5,818	8,727	14,545
Hotels/Motels	2,238	3,357	5,595
Visitors			
— Comm. Service	51,500	77,250	128,750
— GA	9,000	13,500	22,500
— Total	60,500	90,750	151,250
TOTAL	\$184,286	\$276,429	\$460,715

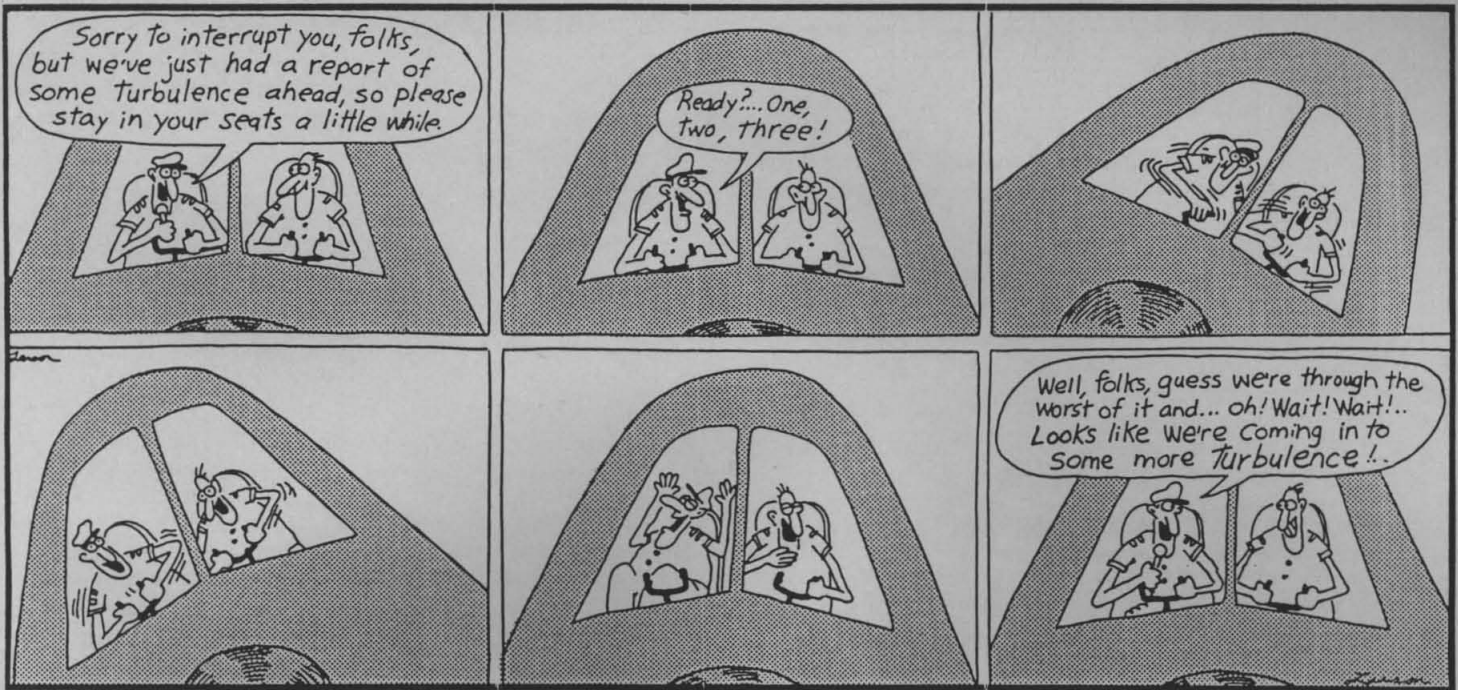
$$1/\text{Induced} = \text{Direct} \times 1.5$$

TABLE III-4

## North Dakota State System EMPLOYMENT SUMMARY

Group	1987 Employment		
	Direct	Induced 1/	Total
Airline	185	185	370
Concession	256	256	512
Gov't/Mil	808	808	1,616
Air Freight	78	78	156
Miscellaneous	10	10	20
Comm. Service			
Tenants	1,337	1,337	2,674
GA Management	0	0	0
Ag Sprayers	735	735	1,470
FBOs/Others	846	846	1,692
Travel Agents	238	238	476
Hotels/Motels	133	133	266
Visitors			
— Comm. Service	0	0	0
— GA	0	0	0
— Total	0	0	0
TOTAL	3,289	3,289	6,578

$$1/\text{Induced} = \text{Direct} \times 1.0$$



## NDPA OFFERS FINANCIAL HELP TO HANGAR GROUPS

John Bridewell  
Sec.-Treas., NDPA

Have you been thinking of arranging a meeting for NDPA members in your locality? Maybe you thought that there would be too much out of pocket expense to pull it off. Well, there is financial help available to pay for refreshments, movie rental, speaker honorarium, etc.

All you have to do to receive \$25 is to fill out the following information and mail it to John Bridewell, 1919 South 17th Street, Grand Forks, North Dakota, 58201. If you have a special request for more money to help you in your efforts, write me a letter or give me a call (701-774-6988) and give me the details. I will be able to give you an answer within a couple days.

Special posters can be mailed to you to post in your area announcing the meeting. If you need a speaker, let me know. There are many faculty members at the University of North Dakota who would consider it a honor to be a part of your meeting. All it takes is a little effort on your part and you can support North Dakota aviation in a very tangible way.

To receive your \$25 to host an NDPA meeting, send along the following information.

Your Name

Where the meeting will be held

When the meeting will be held

What the topic of discussion will be (if there is one)

## POKER RUN

Bob Simmers  
NDAA

The first annual NDAA/NDPA Poker Run is history. The weather cooperated extremely well, as did the FBO's and airports along the way. Thanks Aviation Resources, Fargo; Jamestown Aviation Inc. and Jamestown Airport Authority, Jamestown; Executive Air Taxi, Bismarck; Air Dakota Flight, Dickinson; ServAir Accessories, Williston; Pietsch Flying Service, Minot; Foss & Meier, Devils Lake and to UND for their contributions. All assembled meals and provided a place for us to draw cards. A special thanks to the Williston Airport Authority and Jack Daniels for hosting us overnight in Williston. A great time was had by all. Sunday we ventured off to Grand Forks with stops along the way. Shuttle service was provided from Grand Forks airport to the air base where we participated in Friends and Neighbors Days. We toured a C-5 and viewed a B-1B.

Hands were played at UND at 5:00 p.m. during supper. Winners are:

1st Place:

Wes Hunt, Fargo . . . . . \$100.00

2nd Place:

Bill Stramer, Hazelton . . . . \$50.00

3rd Place:

Ray Allen, Jamestown . . . . \$25.00

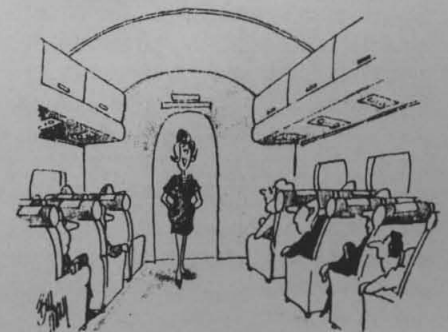
Thanks to all who played. Gerri Saylor and John Bridewell hosted a tour of the UND Aviation facility afterwards. Thanks to you, Gerri and John!

Again a special thank you to all who participated.

## NDPA JOINS USPA

Jerry Olson  
President, NDPA

The North Dakota Pilots Association (NDPA) has joined the United States Pilots Association (USPA) as an affiliated state chapter. USPA offers a variety of national services available to any qualified member pilots. Included are national lobbying efforts, a quarterly publication, and annual meetings. Individual NDPA members interested in joining USPA can call 314-862-5000 or write USPA, 11 S. Meramec, Suite 810, St. Louis, MO, 63105.



*"Ladies and gentlemen, please fasten your seat belts. Due to financial turbulence in the airline industry, we'll be dusting crops between here and Chicago."*

**RESOLUTION**

NOW THEREFORE BE IT RESOLVED:

WHEREAS, the construction and maintenance of North Dakota's airports is vital to the general public and numerous industries in the state; and  
 WHEREAS, air transportation is playing an ever increasing role in our rural state; and  
 WHEREAS, the Federal Aviation Administration Airport Improvement Program is one of the last federal programs providing funding on a 90%-10% basis to States; and  
 WHEREAS, the North Dakota State Aeronautics Commission Block Grant Program provides the local matching money; and

That \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

fully supports the funding of \$1,000,000 out of the North Dakota State General Fund for the Aeronautics Commission Airport Block Grant Program in the 1989-1991 biennium, and asks the Honorable Governor George Sinner to include this funding in his budget proposal for the 1989 Session of the State Legislature.

Please Send Completed Resolutions To: **City of Williston Airport, P.O. Box 1306, Williston, ND 58801, Attn: Greg Haug**

**NORTH DAKOTA AIRPORT BLOCK GRANT PROGRAM  
 "FACTS"**

The North Dakota Aeronautics Commission Airport Block Grant Program (ABGP) has been in existence since 1978 and has been funded at the \$1 - 2 million level each biennium, except for the 1987 session, which funded it at \$560,815.00. The resolution above asks for the restoration of the ABGP funding to the \$1 million level.

If the seven air carrier airports in the state cannot come up with their 10% match, the 90% federal dollars go to another state. North Dakota aviation users put approximately \$500,000.00 into the state's general fund per biennium. The following resolution supports the concept that the general taxpayers in the state should "chip-in" a total of \$500,000.00 for the maintenance and improvement of the state's airport system. That is about \$.40 per-person, per year. The rest of the Aeronautics Commission functions, including the construction fund program (50% matching grants to the rest of the state's 94 public airports), are totally funded by state aviation user fees.

The state ABGP is tied together with one of the last remaining Federal Grant Programs. Money from the state ABGP goes directly to the state's seven air carrier airports. This money, in turn, is used as the airport's 10% match to procure the 90% federal airport improvement dollars. The federal dollars are monies generated from aviation users throughout the United States and sit in an Aviation Trust Fund in Washington, D.C. The majority of the federal money comes from an 8% airline ticket tax - none of the money comes from income taxes.

The state ABGP is probably the best guaranteed economic development venture available for North Dakota. For every dollar the state does not allocate in the ABGP, North Dakota potentially loses nine federal dollars. The state legislature left \$440,000 or \$3,960,000 of federal dollars on the table in the 1987-89 biennium - hopefully, with the proper support, the legislature can be convinced not to make the same mistake again.

**FLY-A-REPORTER  
 TO MAKE POSITIVE  
 AVIATION HEADLINES**

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

When do you hear about flying in the news media other than the negative side like a crash or military action. Contrary to what most pilots and airport management think, the news media can be a great friend to aviation. For example, the media can cover and report on:

- The economic benefits your airport provides to the community.
- The services general aviation provides to the public: traffic reporting, crop dusting, emergency medical transport, even news reporting;
- Local pilots who volunteer to fly patients and blood on emergency call; and
- Interesting locally-based aircraft (antiques, classics, warbirds, etc.) and newsworthy pilots, such as very young, elderly or handicapped pilots.
- Airport construction project.
- Air freight movement by local cargo carriers.

The fact is aviation has many good stories to tell and proper cultivation of the county paper writer or local TV reporter can be a great asset in reaching the public. Sponsor a fly-reporter campaign with your local FBO to broaden the perspective of how valuable your airport is to the community.

Contact the N.D. Aeronautics Commission for additional information on the airports economic benefit in terms of \$ (dollar) expenditures and employment or for educational news media guidance.

Aviation in our State is a good news story, now lets get out and tell it!

BERLIN ND 58415-0022  
 PD BOX 22  
 BREKHUS-SHOCKMAN AIR SERVICE  
 HENRY BREKHUS



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