

NORTH DAKOTA AVIATION QUARTERLY



Issue #7

NDAC

April, 1989

From The Lobby

Jack Daniels
NDAC Lobbyist

As the Fifty-First Legislative Assembly for our 100 year old state draws to a close, aviation has fared well.

Working with two bills, that were introduced by the Office of Management and Government, I found we had a tiger by the tail on SB 2248.

An attempt to produce more income for the Aeronautics Commission to move forward with the automated weather observation system, our aviation fuel tax laws became a shamble of amendments that created several gross inequities.

It was determined that we needed to take a good look at an overhaul of what, when, how much, and by whom the taxes on the aviation community are levied. This will come about with an all out effort, by an interim committee, to review the entire taxing mechanism during the coming two years.

The issues of fuel tax, aircraft and airman registration, excise tax on aircraft sales, airport improvements mill levies, and aerial applicator registration will be studied for proper changes, if any.

We can look forward to some change in that sales tax is going to go up one-half a cent and we will have a full six percent tax on sales of aircraft.

There has been no change in fuel tax for twelve years. That in itself will very likely call for a raise of some sort. We will be lucky if we can hold the line for the next two years.

The budget for the Aeronautics Commission appears to be intact at this writing. However, until the current session is closed we cannot count on anything.

On the issue of creation of a Department of Transportation, it appears there



Gordy Person accepts a plaque honoring his Devotion, Dedication and Hard Work as the Past Chairman of the ND Aviation Council, 1987-89. Pictured from left to right are: Sue Cummings, Gordon Person, Bob Simmers and Jerry Cockrell.

THANKS TO GORDY

Bob Simmers, Chairman NDAC

Gordy Person will be missed. Gordy has dedicated the better part of the last two years to the council and his leadership will be missed. Gordy has been responsible for the coordination of the activities at the symposium and has done an excellent job. I know that he will still be there supporting and helping to make things better for North Dakota aviators, but it will not be the same. Thank you Gordy for making the symposium what it is today, and for your generous contributions to the council and to aviation.

will be one created. The aviation community is being treated OK and we should see business as usual in that area.

The work of the commission is now the hallmark of other states and we can be proud of what the staff of the commission is doing for the aviation community.

As I see what is happening, aviation in North Dakota is doing very well in the Fifty-first Legislature.

The Beer and Pizza Night at the Convention was worth its weight in gold and did one whale of a job in letting the legislators know we are a very viable part of our state's economy.

My hat goes off to those who made that evening a great success.

AMBASSADORS OF AVIATION WANTED

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

Over 200 "Aviation Ambassadors" were recruited to deliver the message of "Aviation in Illinois" to their local community. If it works in Illinois to educate the public on aviation and create enthusiasm for more involvement in the industry, it should work in North Dakota.

These volunteer "ambassadors" are citizens involved locally in some aspect of aviation. Some are airport authority members or managers, FBO operators, Civil Air Patrol members, airline pilots, Flying Farmers, Ag operators, Ninety
(continued - inside back page)

PAMA NEWSBRIEFS

Paul Smith
Past President, PAMA

The convention was definitely a success this year. The mechanic awards went to Gary Johnson, 1st place, of Pietsch Flying Service. Gary will receive \$300.00 plus all expenses to the convention paid. Second place went to Karmen Johnson of the University of ND. Karmen received \$150.00. Third place went to Russ Braddock of Executive Air Taxi. Russ will receive \$50.00. Don't forget about the logo contest this year for PAMA.

Your 1989-90 PAMA officers are:
President Russ Braddock
Executive Air Taxi
Vice President Dwight Pladson
Weather Mod, Inc.
Secretary Dan Kasowski
University of ND
Treasurer Tim Anderson
Executive Air Taxi

Thank you for helping make this last years convention a success. It was a pleasure to serve as your president. I look forward to next years convention to be able to attend some of the sessions myself...

Airframe and Powerplant License: Correct Address Mandatory

It has been noted recently that there are many U.S. certificated aviation mechanics with airframe and powerplant ratings holding certificates with incorrect addresses. The certificate holder must remember that the U.S. Federal Aviation Administration (FAA) records are centralized in its record system at the Mike Monroney Aeronautical Center located at Oklahoma City and are not maintained at individual district offices.

The FAA considers it mandatory that the certificate holders notify the Airmen Certification Branch of any change in their permanent address. Failure to do so could result in the denial of certificate privileges.

Aeronautical Center (AC) Form 8060-55, Change of Address Notification, may be obtained from any FAA district office. It is the responsibility of the certificate holder to obtain and initiate this form. The form should be mailed to the Airmen Certification Branch, AVN-460, Mike Monroney Aeronautical Center, P.O. Box 25082, Oklahoma City, OK 73125.

ND Centennial Air Expo

**ARMED, COMBAT READY.
ALERT FOR ENGINE START.
YOUR MISSION IN HOSTILE SKIES
IS ABOUT TO BEGIN.**

Doug Rued & Fred Gantzer
Show Co-Chairman

North Dakota is celebrating its 100th Birthday this year. The North Dakota Centennial Air Expo is being held on July 22-23, 1989 at Minot International Airport in conjunction with the opening weekend of the North Dakota State Fair. It will be the largest air show ever held to date in our region.

A partial list of current and vintage military aircraft making an appearance includes the new USAF KC-10 Extender Tanker, USAF B-18 Bomber, B-52H Bomber, A-7 Corsair II Attack Fighter, F-16 Falcon, F-4 Phantom, A-10 Thunderbolt II, KC-135 Stratotanker, T-38 Talon, F-5 Tigershark, F-13 Hornet, C-130 Hercules, P-51 Mustang, P-40 Warhawk, P-47 Thunderbolt, F-4U Corsair, C-46 Provider, B-25 Mitchell, B-17 Flying Fortress, Japanese Kate Torpedo Bomber, AT-6 Harvard, Tiger Moth, C-60, PT-26, T-33/F-80 Shooting Star, and we are adding to the list daily. Plus a special demonstration by the William Tell Trophy Winners 119th Flight Interceptor Group "Happy Hooligans", who are the United States Armed Forces top air-to-air combat squadron.

Performances will include various military aerial demonstrations showing maximum performance and attack capabilities. Vintage military aircraft will perform aerobatic and air-to-air combat sequences.

Pyrotechnics bomb and strafing displays will enhance the military demonstrations. Civilian acts being showcased are Bill Beardsley in the Budweiser Micro Jet, Al & Warren Pietsch performing the world's only duel inverted head-on ribbon cut, and Bob and Pat Wagoner with their barnstorming and wing-walking.

Also as a special attraction, the National AT-6 Racing Association will be competing over the two days for the North Dakota Centennial Cup Championship. The number of AT-6 aircraft attending the show already totals 11 confirmed participants.

Tickets are: Adult - \$6.00 (U.S.) and Junior - \$3.00 (U.S.) and entitles ticket holder to \$1.00 off State Fair Admission.

For advance tickets, call (701) 852-FAIR. Or write to P.O. Box 1796, Minot, ND 58702.

Calendar of Events

- April 13-14 Aerospace Seminar & Graduate Symposium
Center for Aerospace Sciences - Grand Forks
- April 15 99s Meeting - Carrington
Call Dianne Herr - 448-2252
- April 15-16 . Aerospace Parents Weekend
Airport & Center for Aerospace Sciences - Grand Forks
Further Info Call -
Jeff Laven (701) 777-2335
- May 16 NIFA Judges Training
12:00 noon - Holiday Inn GFK
99s call Stacey Burger 777-8322
- May 20 . Muscular Dystrophy Association
Motorcycle ride at Skinningsrud Farms
Airshow by Pietsch Airshows
- May 20 99s Meeting - GFK
- June 11 Pembina Airshow
Pietsch Airshows & Jack Grahn
- June 17 99s Meeting - Lisbon
- June 17-18 Air Traffic Conference
Eden Prairie, MN - 9:00 a.m.
- June 24 Baker Montana Airshow
Pietsch Airshows
- July 16 Oaks Airshow
Pietsch Airshows
- July 22-23 North Dakota Centennial
Air Expo, Minot
T-6 Races, Pietsch Airshows
- Aug. 19-20 ... North Dakota Centennial
Airshow, Fargo
Thunderbirds, Confederate Airforce,
Sky Diving Teams, EAA & more
- Aug. 19-20 Bismarck Airshow
More info in July Quarterly

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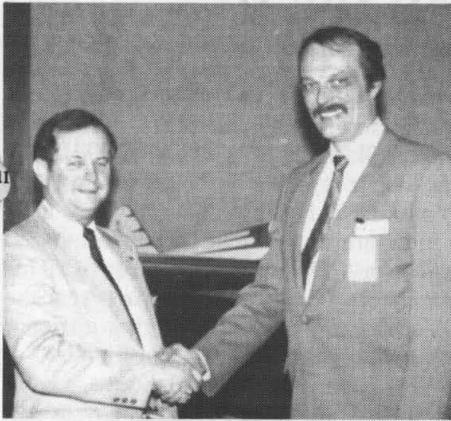
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Aircraft Registration Questions & Answers

Courtesy of North Dakota Aeronautics Commission



Gary Ness, Director ND Aeronautics Commission (right) thanks Cary R. Spitzer (left), Manager of Program Plans & Contracts in Advanced Transport Operating Systems Program Office - NASA for his participation in the 1989 Aviation Symposium.



From The Director's Chair

Gary R. Ness, Director
North Dakota Aeronautics Commission

First order of business is to acknowledge a job well done to the Council for its excellent production of the Symposium.

The Commission has been contacted by five other state Aeronautics Offices on how they can get the job done in their State. My standard answer is, "The Industry people do it, they think its important and they want it". It is a credit to ND Aviation that your efforts are being recognized on a national scale.

Congratulations to AAND's three airports of the year award winners, Devils Lake, Bowman and Fessenden. Stop in to the Commission office and see these three winners' pictures on the airport "wall of fame" display.

The Commission will be holding an airport grant meeting in early May to consider applications for this coming construction season. All airports concerned will be contacted prior to scheduling.

The Pavement Management Study inspections will be conducted and completed on the 62 paved airports in the State this

DO I HAVE TO REGISTER AN AIRCRAFT WITH THE NORTH DAKOTA AERONAUTICS COMMISSION AND WHEN?

Yes. All aircraft based in the State of North Dakota, by law, are to be registered 30 days after purchase and every year that it is based in the State. By law, the registration decal is to be displayed on the aircraft. Other than a new purchase, the registrations are due in January of each year.

DO I HAVE TO REGISTER AN AIRCRAFT THAT IS NOT AIRWORTHY AND PAY EXCISE TAX WHEN I PURCHASE IT?

Yes. If the aircraft is purchased in an unairworthy condition, you should pay the excise tax as purchased. If the tax is not paid at time of purchase, you will pay tax on the full value of the aircraft at the time of registration plus whatever sales tax you paid for parts to make it airworthy. Unairworthy aircraft are registered at \$5.00 each year. The excise tax is collected only once from every owner or every time the aircraft is sold in the State.

WHAT IF I TRADE AN AIRCRAFT IN ON ANOTHER PURCHASE, DO I OWE TAX ON THE NEW PURCHASE?

Yes. The law states that if you trade in a motor vehicle on the purchase of an aircraft, you pay tax on the trade difference only. However, if you sell your aircraft to a party and then purchase a different aircraft from someone else, you have to pay tax on the full purchase price. It has to be traded with the same party.

summer. This program will assist the Commission in evaluating the financial needs for the future for pavement preservation.

The staff is looking forward to the 5010 airport inspections this season. It gives us the chance to hear everyone's concerns at the local "grass roots" level.

DO ALL AERIAL CROP SPRAYERS HAVE TO REGISTER WITH THE N.D. AERONAUTICS COMMISSION?

Yes. Each aerial applicator must register and pay \$15.00 for a sprayers license on each aircraft each year plus register each aircraft. Each decal should be placed on the aircraft. Also, by law, each operator is responsible to report his total acreage to the Aeronautics Commission at the end of each year's season.

WHAT HAPPENS TO THE REGISTRATION FEES?

All excise tax monies are collected by the Aeronautics Commission and turned over to the State Tax Department and credited to the State General Fund.

75% of the aircraft registration fees are turned back to the County Treasurer where your aircraft is based. 25% of the registration fees are turned over to the State General Fund. 50% of the spraying fees are turned back to the County where you are spraying in and 50% goes to the State General Fund. All pilot registration fees are turned over to the State General Fund.

DO ALL PILOTS HAVE TO REGISTER WITH THE AERONAUTICS COMMISSION?

Yes. The State law reads: "Every individual who pilots, maintains and certifies airworthiness of an aircraft or helicopter shall register with the Aeronautics Commission". This law is covered in the Century Code under Section 2-05-10. The registration fees are \$8.00 for Private, Commercial, ATP, Mechanics and are valid for four years and \$3.00 for Student pilots and valid for two years. For further information contact our office at 701-224-2748.

The airport runway lighting controls systems have been ordered. The 32 airports that requested them will have them installed by July 1st. This project financing came from the "Oil overcharge fund". After completion, the State will have 60 airports with runway lighting available 24 hours/day.

Who Are The ND FLYING FARMERS?

Jim McLeish, NDFF

Another spring season is upon us and we all hope it is not a repeat of last season as far as moisture is concerned.

The ND Chapter of the Flying Farmers is a small group of individuals comprised of men, women, teens and small children and entire families. Occupation wise, they consist of farmers, livestock specialists, aerial applicators, bankers, teachers, lawyers and about every occupation you can think of. We are part of a larger international organization consisting of members from the USA, Canada and Mexico.

Flying Farmers can be from any walk of life, but most of the members in ND are farmers with landing strips on the farm. All just enjoy flying and the light plane is considered as another member of the family.

We enjoy "Fly-In's" at members farms and have several functions throughout the year. We promote the use of the airplane and also try to develop public acceptance of light aircraft.

We welcome your interest in our organization and encourage you to join and enjoy the many family activities we have to offer. We have programs dealing with flight safety, insurance programs, teen/junior programs, scholarships & awards, tours, legislative representation and annual conventions.

Please contact us and we can give you all the information on our organization. Call (701) 782-6816 or write to Jim McLeish, Box 85, Braddock, ND 58524. We would like to visit with you so give us a call.

6th Annual International Aerospace Camp

Ken Polovitz
Aerospace Camp Director

The University of North Dakota and Northwest Orient Airlines are again sponsoring the UND International Aerospace Camp. This sixth annual event brings eighth, ninth, and tenth graders (ages 14-16) from all over North America for a one-of-a-kind "camping" venture. For ten days, these aerospace enthusiasts experience firsthand the many career aspects of this exciting industry.

During their stay, teenage aviation buffs log flight time, build rockets, and learn about the past, present and future of aviation. The sky becomes their classroom when they fly in five different aircraft - a helicopter, aerobatics plane, single-engine

trainer, hot air balloon, and commercial jet. They study aerodynamics, build and fly model airplanes and rockets, visit a U.S. Air Force base, make a trip to Minneapolis for a tour of Northwest Airlines, and visit Winnipeg, Manitoba to experience the workings of a major international airport.

The camp instructors are faculty at UND's Center for Aerospace Sciences, one of the most widely-respected collegiate aviation programs in the country and a leader in atmospheric research. The new \$14 million complex, where the campers take classes, features state-of-the-art computer and simulator instruction, a meteorological research center, even an at-

THE PARTIES OVER

Bob Simmers, Chairman NDAC

Now that the symposium is over and we have had some time to look back and reflect, what a party it was. From all of the reports, things went pretty smooth. It was a great team effort. To all of the exhibitors and speakers, I want to extend a Big THANK YOU for your support and cooperation in this event. It was a great team effort this year to put together probably the best convention that North Dakota aviators have experienced in recent years. Although the figures are not yet completely compiled, it appears to be the best attended convention in North Dakota aviation history. This function is fast becoming the event of the year in North Dakota aviation. Next year the dates are March 5-6-7. Mark these on your calendar now and plan to bring a friend. Keep an eye on the "Quarterly" for more information about the 90 convention.

We need more input from convention goers. It is your convention and we need to know what your interests are and what we can do to improve this event to attract still more people. Please call or contact me or one of the council members with your suggestions. Plans are already underway for next year and it looks like we have some real exciting ideas for a fun filled couple of days.

The council met on March 31, 1989 and assembled its new council members for 1989-90. They are as follows:

AAND Erling Rolfson, New Rockford - Ken Koehn, Devils Lake
 NDAA Dave Hendrickson, Bismarck - Steve Edner, Fargo
 NDAAA Cameron Wischer, Grandin - Randy Lahren, Kindred
 NDPAMA Russ Braddock, Mandan - Dwight Pladsen, Bowmar
 NDPA Helen Walkinshaw, Argusville - Roger Pfeiffer, Bismarck
 NDFF Jim McLeish, Braddock - Bill Stramer, Hazelton

Elected officers are as follows:

Chairman Bob Simmers
 Vice Chairman Russ Braddock
 Secretary Roger Pfeiffer
 Treasurer Helen Walkinshaw



Convention Goers enjoyed Beer & Pizza Night along with the opportunity to visit with state legislators.

mospherium. Seven miles from campus, campers head for the clouds at the Center's flight operations where University students log more than 60,000 flight hours annually on a fleet of 80 aircraft.

The camp's goal is to stimulate an understanding of the ever-expanding aviation industry and to give young people a pre-college glimpse at aerospace careers. The \$929 fee covers everything except pin money. Camp sessions are set for July 9-20 and July 23-August 3. For details, write or call Division of Continuing Education, Box 8277, University Station, Grand Forks, North Dakota (701/777-2663) or contact Ken Polovitz, Aerospace Camp Director, at the Department of Aviation.

Minimum Equipment List - Private Operators

Verl W. Addison, Accident Prevention Specialist, FAA Flight Standards District Office

Over the past years, the FAA has attempted to call attention to the little known fact that, for those private operators not holding a minimum equipment list (MEL), all items in an aircraft had to be operative for their intended purpose for that aircraft to be considered airworthy. This means, of course, the clock, the cigarette lighter, the overhead light used for night flying, ad infinitum. There existed no legal recourse to these restrictions.

Well, things have changed. As of December 13, 1988 Federal Aviation Regulation Part 91.30 was rewritten to reflect operational allowances for pilots and aircraft owners who did not have an approved MEL. These include:

(1) A person may operate an aircraft with inoperative instruments and equipment provided the inoperative items are not: (a) Basic to this type certificate requirement. (b) Required by the equipment list. (c) Required by FAR 91.33 or any other rule for the specific flight operation being conducted. (d) Required by an airworthiness directive. (e) Inoperative equipment must be removed from the aircraft in accordance with FAR Part 43.9 and properly logged or deactivated and placarded "INOPERATIVE" and recorded in the aircraft maintenance logs. This, of course, occurs after determination is made by a mechanic or a pilot that the inoperative equipment is not a hazard to the operation of the aircraft.

This is a short paraphrase of the regulation. Please consult the regulation for details.

In simple terms, some equipment is required for the basic operation of any aircraft. FAR 91.33 described items like the airspeed indicator, engine instruments, lights at night, radios for IFR, etc. For nonessentials, once it has been determined by a pilot or mechanic that safety of flight is not compromised, the item requiring maintenance may be deactivated by the pilot or mechanic, and placarded "INOPERATIVE" provided an airworthiness directive or other specific requirement does not exist for the continued, uninterrupted operation of that item. Remember, if a pilot disables something and placards it as "INOPERATIVE", it still must be entered in the aircraft maintenance logs, along with the date, his signature and certificate number.

At the time of the next required inspection, the discrepancy must either be repaired or placarded by the person authorized to make that inspection.

Entries must be made in the aircraft maintenance logs to this effect, even though this did not render the aircraft unairworthy.

The previous highly restrictive rule was the result of excesses by pilots. The new rule will make life a whole lot easier if care is taken by all involved not to abuse the privilege. One may now operate the aircraft when some unnecessary or redundant equipment has failed, but one must follow the procedures.

As with all new regulations, interpretations as to proper use and some details may follow as the procedures are more utilized. We hope it will lead to fewer interruptions and more effective use of your aircraft.

Please feel free to call the FAA Flight Standards District Office in Fargo concerning questions about revised FAR 91.30.

From the AFSS Manager

Bob Fishman
FAA Air Traffic Manager

I am pleased to announce that recently, based on your requests, a change was made to our 800 phone system that allows you, the pilots of North Dakota, even faster access to the Grand Forks AFSS. All phone calls within the state of North Dakota to our 800 number (800-322-5552) are being routed without the requirement to enter the digit "1" and your exchange prefix.

Another change this year is the addition of a program known as "OPERATION TAKEOFF". Operation Takeoff is a pilot education program that is presented on the third Wednesday of each month at the Grand Forks AFSS.

Meetings over the previous few

months have covered topics such as how to access the Automated Flight Service Station's advanced features using your touch tone phone, preflight services, in-flight services and lost aircraft orientation. Each meeting begins at 7 p.m. (CST) and is concluded with a question and answer session as well as a tour of the AFSS.

We will be including thunderstorms and severe weather avoidance, Canadian procedures, and other topics of interest. Every North Dakota pilot is encouraged to attend whenever possible, and to offer suggestions for future programs.

It was a pleasure visiting with those of you who attended our seminars at Fessenden, Hazen, Valley City, Bismarck, Stanley, Watford City, Bowman, Fargo and Grand Forks this quarter. The 1989 Upper Midwest Aviation Symposium was a huge success. My congratulations to the

"LET'S TALK"

Ronald Westby, Asst. Air Traffic Manager
Fargo Air Traffic Tower

This is the theme of an aviation oriented conference promoted and sponsored by Minnesota Air Traffic Control Facilities. It will be a unique opportunity for all segments of aviation to meet and discuss suggestions, voice concerns, and ask questions about air traffic procedures in the Midwest.

Representatives from all segments of aviation will be available to explain procedures and opportunities pertinent to their specific areas of operation. There will be between 20 and 25 booths set up to accommodate these groups.

In addition, there will be user forums, guest speakers, and other activities. If you are interested in becoming an Air Traffic Controller, the ATC exam will be administered and scored on-site. (This is by appointment only). For the ATC exam, contact Vince Palmby at (612) 725-4412.

This is all happening June 17 and 18, 1989 from 9:00 a.m. to 5:00 p.m. at Elliot Beechcraft, Flying Cloud Airport (FCM), 13801 Pioneer Trail, Eden Prairie, Minnesota. If there are questions, call the above number.

AEROSPACE SEMINAR

Kelly Kaiser, Assoc. Director, SAMA

Student Aviation Management Association (SAMA) at the University of North Dakota will present their annual "Aerospace Seminar '89," on April 13 and 14 at the Center for Aerospace Sciences, in Grand Forks, North Dakota.

The seminar will begin with a Graduate Symposium on April 13, at 4:15 and will run until 5:30. It will feature presentations by UND aviation graduates, who will share personal insights dealing with their careers. On April 14, from 9:00-4:00, the seminar will feature aviation leaders from Northwest, Boeing Flight Testing, Aircraft Owners & Pilots Association (AOPA), Office of Environment, and American Association of Airport Executives (AAAE). They will discuss topics ranging from Airline mergers to experiences from a test pilot.

For further information call (701) 777-2335.

North Dakota Aviation Council on another fine year. As always please feel free to contact me personally (772-7489) with your concerns and suggestions.

NOTE: The Dickinson VORTAC will be shut down Monday, June 12, 1989, to replace the roof. Restoration will be on Friday, July 28, 1989.

CENTENNIAL AIR MAIL

Warren Pietsch, Pietsch Aviation, Minot

The purpose of this project is to promote aviation and it's history in North Dakota during the centennial year. By coincidence there is 100 public use airports in North Dakota on our 100th year of statehood.

We would like to celebrate this by flying a 1928 Waco GXE aircraft to all 100 airports. On board will be 200 envelopes to be cancelled at each town upon its arrival. These envelopes will then be sold, either individually or as sets of 100 to finance this project. Any excess funds will then go to the Dakota Territory Air Museum.

The Waco aircraft has been donated for the project by Gerry Beck of Tri-State Aviation in Wahpeton. It will be piloted by the man who restored it, Dr. Lloyd Best.

We need volunteers from each community. Any ideas, assistance, questions or volunteers please contact Warren Pietsch at #14 Minot Arpt., Minot, ND 58701, phone number is (701) 852-4092.

The following is an outline of the costs involved.

A.) Aircraft Expenses based on 46 hours at 60 mph covering 2760 miles.	
1.) Gas and Oil	\$20.00 per hour x 46 \$ 920.00
2.) Engine reserve	\$10.00 per hour x 46 460.00
3.) Maintenance	\$5.00 per hour x 46 230.00
4.) Insurance	\$15.00 per hour x 46 690.00
Total	\$50.00 per hour x 46 \$2,300.00
B.) Crew Expenses based on 14 days away from home.	
1.) Room for two	\$70.00 per night x 14 \$ 980.00
2.) Meals for two	\$30.00 per day x 14 420.00
Total	\$100.00 per day \$1,400.00
C.) Postage based on 20,000 cancellations.	
1.) Envelopes	\$.024 x 25,000 \$ 600.00
2.) North Dakota Centennial Stamps25 x 20,000 5,000.00
3.) Air Mail Stamps30 x 200 60.00
4.) Miscellaneous: Rubber stamps, paper and markers	40.00
Total	\$5,700.00
D.) General and unforeseen costs	
1.) Phone bills	\$ 300.00
2.) Extra postage for promoting the project	200.00
Total	\$ 500.00
E.) Projected total of entire project	
1.) Aircraft expenses	\$2,300.00
2.) Crew expenses	1,400.00
3.) Postage expenses	5,700.00
4.) General and unforeseen expenses	500.00
Total	\$9,900.00

AIRPORT ASSOCIATION NEWS

Ralph Henning, Past President AAND

Now that the 1989 Upper Midwest Aviation Symposium is history, I would like to mention some of the highlights of the symposium as it pertains to the Airport Association of North Dakota. Numerous topics were discussed at the various sessions including flight service station update, the pavement rehabilitation and maintenance program, military operations and underground fuel storage.

This year for the first time, AAND in conjunction with the Aeronautics Commission awarded three Airport of the Year awards. Criteria used in determining the winners included safety, beautification and pilot conveniences. The winners were: Commercial Air Carrier: Devils Lake General Aviation - Asphalt: Bowman General Aviation - Turf: Fessenden

The winners each received an engraved plaque with a photograph of their airport on the plaque. In addition, a picture of the three airports will be displayed in the Commission office. AAND intends to make these awards an annual event, hoping that we will all work a little harder at improving the safety and appearance at our airports.

With help from Mark Holzer, AAND now has a brochure explaining some of our activities and objectives. We will be mailing these out to the airports in the near future for your review.

Members of AAND elected the following individuals to serve on the Board of Directors for 1989. They are as follows: President - Erling Rolfson, New Rockford; Vice President - LaVerne Stippich, Hettinger; Secretary/Treasurer - Greg Haug, Williston; District #1 Representative - Ray Herr, Turtle Lake; District #2 Representative - Ken Koehn, Devils Lake; District #3 Representative - Bob Selig, Grand Forks; District #4 Representative - Ernie Widmer, Oaks; District #5 Representative - Ron Kary, Dickinson; Past President - Ralph Henning, Westhope.

I would like to thank the Board of Directors for all they did to make the past year a very successful one for AAND.

Aircrew Effectiveness have been received from 12 universities. The University Aviation Association is serving as a subcontractor in a project sponsored by the FAA, through a contract to the University of North Dakota, to spawn long term research in Human Factors Aircrew Effectiveness for the year 2010. UND identifies specific areas of investigation, and solicits research proposals from interested institutions.

(Cont. top of next page)

What's Happening At The UND Center For Aerospace Sciences?

John Bridewell, NDPA Secretary/Treasurer

1. 1987 Brewer Trophy Award went to Professor John D. Odegard, Dean for the Center for Aerospace Sciences at UND. The Frank G. Brewer Trophy was established in 1943 by Mr. Frank G. Brewer in honor of his two sons and the million and a half other youths who flew in World War II. The National Aeronautic Association has administered this trophy since it was founded. The award is given annually for the most outstanding contribution to the development of youth in the field of aviation education and training. The trophy was presented to Mr. Odegard by Major General John R. Allison, USAF Retired, chairman of the board of NAA, "for his distinguished and inspiring leadership in creating new educational opportunities for future aerospace profes-

sionals." In his response, Professor Odegard gave particular credit to his educational colleagues at the University Aviation Association who have contributed to the development of aviation education, not only at the University of North Dakota, but throughout the country.

2. A new look is taking shape on the ramp of the University of North Dakota as the Center for Aerospace Sciences replaces the primarily Cessna fleet with new Piper Cadets, Arrows, and Seminoles. "This is the first purchase of new aircraft since 1985," said Don Dubuque, chief flight instructor for UND and founder of the North Dakota Pilot's Association. An aging fleet and a growing student population led UND to acquire a total of 55 new aircraft from Piper with options to purchase up to 250 over the next five years.

3. Dr. Stan Trollup of the Center for Aerospace Sciences reports that 16 proposals for research into Human Factors

4. The Center for Aerospace Sciences will be the location for the 41st annual National Intercollegiate Flying Association SAFECON, May 12-20, 1989. The last time the University hosted the SAFECON was in 1980, and many changes have occurred since then with the rapidly expanding aerospace complex on campus and at the airport facilities. Participants from all over the United States will be trying for top honors in a variety of ground and air events. The UND Flying Team has taken first place in the nation for four straight years. They hope to make it five with a national championship this year on their home turf.

5. The UND Aerospace Foundation has employment opportunities for experienced flight/ground instructors. These instructors will be a part of the new innovative ab initio pilot training program sponsored jointly by the UND Aerospace Foundation, in cooperation with the Center for Aerospace Sciences and Northwest Aerospace Training Corporation (NATCO).

A Bachelor degree and at least 5 years of successful flight training/ground instruction are required. Successful applicants must be willing to adopt innovative training techniques and methodologies into their instruction.

Send letter of application and resume to:
Personnel Office
UND Aerospace Foundation
Box 8009, University Station
Grand Forks, ND 58202

6. The next time you are in Grand Forks, drop by the campus or the airport to see what exciting things are happening for aviation education at YOUR University of North Dakota, Center for Aerospace Sciences. Many members of NDPA as well as NDPAMA are part of the university family and will gladly show you what the university is offering to the nation and the world. They are mighty proud to be a part of North Dakota aviation.

AMBASSADORS OF AVIATION WANTED

(Cont. from pg. 1)

Niners, mechanics or anyone who was willing to take the time to deliver the message to local civic or service club organizations.

The recently completed "Aviation Economic Impact Study" by the Aeronautics Commission has the tools needed for the 15 minute presentation. A six minute tape of the economic value aviation plays in the State along with a 16-page color photo brochure to supplement this aviation presentation.

In order to overcome the negativism the public may perceive about airports or flying, the Ambassador can provide locally

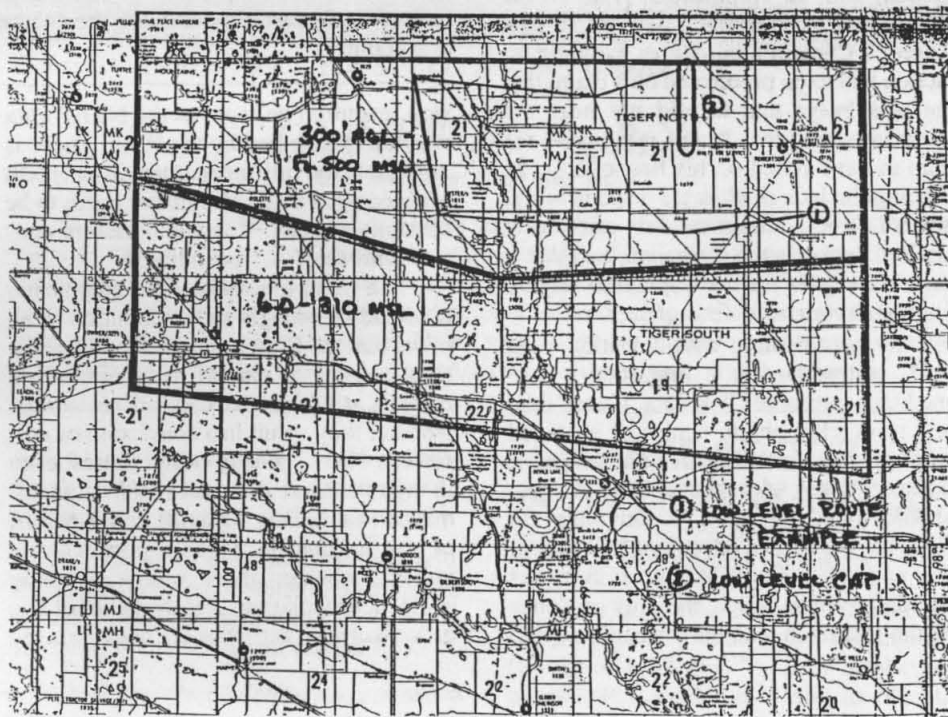
MILITARY LOW LEVEL FLYING IN NORTH DAKOTA

Michael J. Haugen, Maj., NDANG, Commander 178th FIS

There are military aircraft from all branches of the Air Force constantly conducting low level flight training in the state of North Dakota. The military always tries to train in the same environment they may someday have to operate in war. The low level environment is defined as that airspace from the surface to 1000 feet above ground level (AGL). The military flies low altitude for many reasons, the most important of which is survival. By flying at low level the fighters and bombers can enter an area undetected by enemy radars, they can avoid visual detection by enemy aircraft, avoid surface to air missiles by flying under their lethal envelope, and can deliver weapons with pin point accuracy. By flying at low altitudes it gives the fighters and bombers the greatest tactical advantage, the advantage of surprise.

In the state of North Dakota the largest majority of low level flying is conducted by Tactical Air Command Fighters from the 119th Fighter Interceptor Group, North Dakota Air National Guard, Fargo, North Dakota, and Strategic Air Command bombers from Minot AFB, and Grand Forks AFB, North Dakota. These military aircraft fly in an established military

operating area (MOA) known as Tiger (see map). Tiger MOA covers approximately 350 square miles of which 200 square miles is used for low altitude training. While flying in the low altitude environment the fighters and bombers fly at speeds of 450-550 knots indicated airspeed. This speed equates to 850-950 feet per second or traveling the length of three football fields per second. At these speeds and altitudes things happen very quickly and many hazards are present. Among the most dangerous is the possibility of collision with a light aircraft flying in Tiger while military operations are taking place and then there is the possibility of bird strikes which can bring down the aircraft or kill the crew. During most normal military operations in Tiger MOA there can be anywhere from four to six aircraft in the airspace at one time. It is difficult for the pilots of these aircraft to keep track of the military aircraft while having to look for and avoid light aircraft as well. It is, therefore, important that all pilots check the status of the airspace through the NOTAM system to determine if it is active. This will help provide safe flying for both civilian and military aircraft alike.



a different perspective they have never seen. Aviation means business and indirectly serves people daily in our State.

This new idea which worked successfully in Illinois may lead to civic or service clubs taking an active role in supporting their local airport. All that is needed to become an "Ambassador" is to

contact the Commission for a video tape and the number of brochures for your presentation at one of your community's organizations. Help us spread the "good news" of aviation. Call the Commission at 701-224-2748 for the tools to "spark" a long-term interest in aviation among the non-flying public.

On The Legal Side ENFORCEMENT UPDATE

Courtesy of Law Offices of
Robert D. Powell, Washington, D.C.

Until very recently it had been a time honored policy on the part of the FAA to hold the "Captain of the Ship" responsible for each and every violation taking place under his command, regardless of involvement. In a recent case, the National Transportation Safety Board seems to be fostering some changes. **McArtor v. Leenerts**, Docket No. SE-7827, EA-2845, November, 1988.

In this case, prior to commencing an air carrier flight, while encountering extreme weather conditions, a first officer misheard a clearance. He was wearing a headset, and copied the clearance down on the flight plan. The Captain questioned the clearance, as it varied from what was usually applicable at that airport, but it was assumed that the extreme weather conditions caused a change. Having been assured as to the correctness of the clearance by the first officer, the Captain relied upon it, and accordingly conducted the operation. A violation was filed.

The FAA argued that the Captain was not reasonably entitled to rely on his first officer, and as pilot-in-command, would nonetheless be responsible. The NTSB disagreed, striking the violation. In past cases, a Captain's burden in avoiding an action had to be predicated on a claim that he was busy; that he did not hear the clearance, and that it was reasonable for him to have relied on his first officer. In finding the lack of ultimate responsibility, the NTSB focused on the duty of the first officer to obtain the clearance, and that it was reasonable for the Captain to rely on highly experienced first officer.

In cases dealing with deviation from ATC instructions it is important to immediately preserve CVR data, if available, and to quickly obtain copies of all taped transmissions, including those of telephone conversations with the FAA. Airman should avoid admitting to anything, as FAA has the burden of proving a violation. For example, in a TCA incursion matter handled by this office, the only evidence of the incursion was the airman's admis-

NDAAA UPDATE

Cynthia Schreiber-Beck

NDAAA AWARD WINNERS & OFFICERS

The following North Dakota Agricultural Aviation Association Award recipients were announced at the annual banquet in Bismarck:

Operation of the Year J.B. Lindquist, Air Dakota Flite, Hettinger
Rookie of the Year David Hart, Langdon
Pilot of the Year Rochard Sigurdson, Walhalla
Woman of the Year Mildred Walkinshaw, Argusville

The newly elected officers for the NDAAA include:

President John Lefforge, Starfire Co., Ellendale
Vice-President Cameron Wischer, Wischer Aviation, Grandin
Sec./Treasurer Gerald S. Beck, Tri-State Aviation, Wahpeton
NAAA Director Ron Deck, Sky Tractor Co., Hillsboro
NW Director Steve Hett, Hett's Agri Service, Mohall
SW Director J.B. Lindquist, Air Dakota Flite, Hettinger
NE Director Jack Elliot, Jack's Aerial Spray, Drayton
SE Director Marlin Haberstroh, Ness Airspray, Lisbon

Lynn Larson of Dusty's Spray Service, Fargo will continue as the FAA Liaison Officer and Bill Beeks of Central Flying Service, Washburn, serve as Lobbyist with J.B. Lindquist as the Alternate Lobbyist.

NCASE WELL ATTENDED

The National Congress on Aviation and Space Education in St. Louis, March 30, 31, and April 1, 1989, was attended by nearly one thousand educators. Sponsored by the Civil Air Patrol, National Aeronautics and Space Administration, and the Federal Aviation Administration, this congress allowed the participants to increase their knowledge in the area of aerospace education and become more familiar with curriculum materials available for use in their classrooms. The National Agricultural Aviation Association exhibited at the congress and introduced their new junior/senior high curriculum guide as well as distributed "apples to the teachers" as a rebuttal to the Alar scare. Ruthanne Koch of Colorado, Cynthia Schreiber-Beck of North Dakota and Rick Reed and Harley Curless of Illinois piloted the NAAA booth and spoke to the attendees about the role of agricultural aviation in the economic production of quality food and fiber for this country.

sion, captured on tape, as the NTAP data was not maintained by the FAA. There is no right to the fifth amendment in an NTSB proceeding. Finally, the matter needs to be carefully developed factually before contact with the FAA is initiated.

In a series of unrelated developments, it should be brought to the attention of all pilots that the FAA assumes that it has the right to keep as part of its computerized records at Oklahoma City all violations, whether they result in a conviction or not; records of civil penalty compromises, even though the same does not result in an admission or finding of guilt; and a record of any incident in which a pilot was involved, whether there was a resulting accident or violation. It is the belief of this office that such activities are not within the

scope of the Privacy Act, and that the FAA is improperly maintaining many of its records. These records are public information and have the potential of having an impact on an airman's career. If the subject is of interest, you may obtain a copy of your airman's record by writing to: Federal Aviation Administration, AFO-581, Safety Data Branch, Mike Monroney Aeronautical Center, P.O. Box 25082, Oklahoma City, Oklahoma 73125.

This office has been successful, in part, with securing modifications to inaccuracies on such records, and is currently involved in several cases seeking expungement of improperly kept materials. If you have any questions about the process, please call.

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