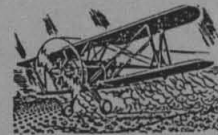


NORTH DAKOTA AVIATION QUARTERLY



Issue #6

NDAC

January, 1989



Wayne Handley To Address NDAAA At 1989 Symposium

John Lefforge, Vice President, NDAAA

Wayne Handley plans to address the NDAAA at the Upper Midwest Aviation Symposium on Tuesday at 4:00 p.m. Handley will speak on how he has teamed with ICI Americas Inc. to call the public's attention to the importance of agricultural aviation through open invitation airshows.

Wayne Handley, ex-Navy pilot, aerial applicator since 1965, and competitive aerobatic pilot since 1983 with two state championships to his credit, has found a way to use his remarkable background to promote the safe, effective, and necessary use of aerial application to the public.

Handley, who started Crop Flight Inc. at Greenfield, California in 1968, had been giving talks at schools and service clubs when he became involved in competition aerobatics. As his skills increased, he started doing airshows that attracted 20,000 to 30,000 people.

Not one to pass up such a good thing as a primed audience, Handley came up with the idea of combining his aerobatic maneuvers with ones that are common to ag aviation.

After several minutes of heart stopping maneuvers such as his "Mile-long inverted flat spin", Handley and his Pitts Special move into "agrobatic" mode. This is where Handley demonstrates to the public how aerial applicators maneuver around trees and powerlines using a ribbon as a stage prop.

ICI Americas Inc. has agreed to sponsor Wayne Handley's agrobatics with the goal in mind that Wayne and ICI will work together to get the message to the general public of proper use and application of agricultural chemicals through conscientious use of aerial application.

FAA VISITED

Jack Daniels, Lobbyist NDAC

A delegation representing the interests of the entire membership to the Aviation Council paid a visit to the Regional Headquarters of the Federal Aviation Administration in Chicago on December 9, 1988.

The meeting was held with Mr. William Withycombe, Chief of the Flight Standards Division and his assistant Mr. John Colomy.

The primary issue discussed was that of the failure to communicate between industry people and the staff in the Fargo FSDO over various issues that have popped up in the relationship between the FAA and industry during the past several months.

It was a very informal meeting and provided for an open and unimpaired dialogue between industry and the regional people over the way that business has been conducted during the past several months. Many of the misunderstandings between industry and the FAA were covered. Those in attendance, while not completely satisfied with the exchange, came away from Chicago feeling that it was time well spent.

Plans are underway to have these same two people join us at our upcoming annual symposium where we can have more industry input into ways and means for a better understanding of the pressures being applied by the Washington Office of the FAA on the field people in the interests of safety, enforcement, compliance, and violations.

All areas of operations that are monitored by the flight standards division will be open for discussion. Those of you who have some disagreements and concerns about the way things are going are urged to collect your thoughts and bring them to the annual symposium for an open discussion.

(cont. on next page)

NDPAMA CONVENTION UPDATE

Paul Smith, President NDPAMA

Hope you all had a great holiday season. Did this article catch your attention, "Mechanic Fales Manslaughter Charge"? If so then Fred Bielher, author of Aviation Law, might be an informative speaker for you to hear. Also Dick Kost of Aviation Mech. Journal will be speaking on industry trends. Other speakers this year include:

1. Superior Air Parts
2. Continental
3. Pratt & Whitney
4. B & S Aircraft
5. Lear Siegler
6. Covington Aircraft
7. Lycoming
8. Aircraft Window Repair
9. Cleveland Airborne
10. Parker Hannefin
11. Olympus
12. Piper
13. Cessna

Don't forget to send me your **Mechanic Of The Year Award** entry forms. First place is \$300 and all expenses to the convention. Any ideas concerning things you would like to see at the convention, feel free to contact me. If you have any thoughts of being nominated as a PAMA officer let me know. Paul Smith, 211 Mercury Drive, East Grand Forks, MN 56721.

North Dakota Chapter 99's

Gwen Vasenden, Chairman

Audrey Baird, Dickinson and Gwen Vasenden were delegates at the Annual Northwest Section meeting at Ashland, Oregon September 17. It was a seven hour flight in Audrey's beautiful 1958 Beech Bonanza, with stops at Great Falls and Pendelton.

Verl Addison, FAA Accident Prevention Specialist, reviewed the Mode C ruling at our October meeting in Fargo. He also gave biographical sketches of three women pilots of the 1920's era: Ruth Lowe, Louise Thadden, and actress Blanch Wilcox Noyes. Their names are not as well known as Amelia Earhart's but they played just as an important role in the advancement of aviation. It's always fun to hear how it all began. It was a nice VFR flying day and fifteen members from JMS, DIK, MOT, BIS, GFK, MSP, Valley City and Fertile flew in. Lou Weber and Em Laske arranged the lunch and transportation.

Stacey Burger presented the ND Chapter Scholarship at the UND Aviation Awards Banquet, November 4. This year's recipient of \$200 was Nancy Ptack, a senior majoring in airway science management.

Margo Evenson hosted the November meeting at the Valley City Airport. We are happy to welcome Janice Riebe, Gwinner, ND to our Chapter. She recently received her private license after instruction from Margo. Student pilot Cheri Anderson joined us as a 66 and will become a 99 when she is licensed. Dan & Larry Lindemann of General Air, presented a very informative program on preventative

maintenance. They had the cowling off an Arrow, and had an engine on blocks so we could have a close look at what they were talking about. They also answered our questions and gave advice on caring for our engines. The shop was immaculate! We had a tour of the new hangar too.

Our membership voted in August to change our bylaws by deleting the currency requirement for initial membership. If you have any questions concerning membership call: Lorraine Boehler, (701) 223-8054. We all plan to attend the Symposium in March.

FAA Visited (cont. from page 1)

We now have the dialogue started between the regulated and the regulators and we must keep it going if we are to get back on track with the business of doing business in a cooperative environment during the decade of 1990.

It is no longer business as usual in view of the mandates that are coming from the politicians that are writing federal laws covering the operations of all of us in the aviation community.

The FAA is not the enemy! We should and need to start using them in our best interests. This can not be accomplished if we continue to operate in an advisory environment.

Plan on a session with your individual association representative and the FAA at the upcoming symposium.

A better understanding of the relationship between the FAA and industry as well as the private pilots in North Dakota is a must to keep the congress from passing more federal laws that will impact the future of our side of the aviation system.

Words from the Editor

Greg Haug, Editor
North Dakota Aviation Quarterly

On November 18th Jerry Olson was appointed Airport Manager in Cheyenne, Wyoming. He will assume his new position on January 1, 1989. Jerry had been working as the Asst. Airport Manager in Cheyenne since July of 88. Prior to that he was the Airport Manager in Williston and involved in many of North Dakota's aviation organizations. In addition, Jerry was instrumental in getting this newsletter off and running as the past editor. He deserves many thanks from us here in North Dakota.

GOOD LUCK JERRY!

— FOR SALE —

Old Style Airway Beacon Bulbs
#FG 2062X GE 500 Watt
\$20.00 ea., Orig. Cost \$45.00 ea.

Crosby Airport Authority
Contact Gary or Paul at
(701) 965-6333

North Dakota Aviation Quarterly
Official Monthly Publication
Of The
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Editor/Publisher: Greg Haug

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Williston, ND 58802

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Box 1306, Williston, ND 58802.

"ND AERONAUTICS COMMISSION UPDATE"



FROM THE DIRECTOR'S CHAIR Gary R. Ness, Director

As all the Christmas letters have said, "Another year has come and gone". It's the same in all homes and businesses, some were good, some just so, so. However, we have all benefited from another year of experience and a little more knowledge for the personal data base. Now we look at 1989 with a focus on doing things a little better and changing those that we have found needed change.

The Commission is focusing on the 90's for aviation. We will continue to investigate ways to improve our service to the industry and provide better informational resources for all groups.

This year's aviation symposium is looking like a hard act to follow. The Council is doing a great job of putting together a program second to none. Put your Day, Date Planner in order and come to visit us in Bismarck this March.

NOTICE OF PROPOSED RULEMAKING ON INTRASTATE AIR TRANSPORTATION

Public notice is hereby given for interested persons to submit written comments on "Certificate of Intrastate Common Carrier" on proposed amendments to North Dakota Administrative Code Title 6. Rulemaking changes apply to issuance of a certificate authority to operate solely as a scheduled intrastate air carrier and application process including suspension, insurance, and financial requirements.

Persons interested in making comments can receive a copy of the proposed amendments by writing:

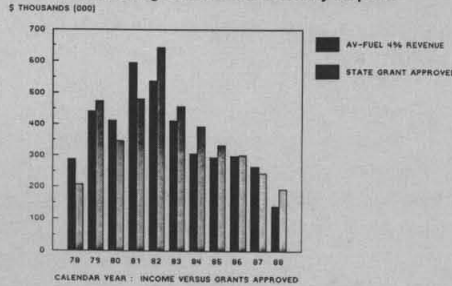
North Dakota Aeronautics Commission
ATTN: Intrastate Rulemaking
P.O. Box 5020
Bismarck, North Dakota 58502
701-224-2748

Comment period expires March 1, 1989 at 5:00 p.m.

SECONDARY AIRPORT STATE GRANT REVENUE FALLS

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

NORTH DAKOTA CONSTRUCTION FUND PROGRAM 50% Matching Grants To Secondary Airports



The 50% State matching grant program revenue to some 93 secondary airports in North Dakota has dropped some 70% since 1981. The revenue source is the 4% excise tax on aviation motor fuels sold in North Dakota.

The decrease in flight activity due to airline deregulation and State's economic drought conditions substantially impacted revenues to this airport construction fund account.

The State's ability to maintain the 70 paved airfields has become a vital concern in which the Commission has undertaken a federal application to develop a pavement management study program. Phase I of the 8 commercial service airports is completed. The second phase is anticipated for the summer of 1989 to have pavement inspectors clarify and evaluate conditions toward a computerized format to plan effective timely rehabilitation schedules for airport management boards.

The preservation of our State's airport system is a primary goal of the five-

member board. With the local technical assistance and better maintenance practices, we hope to continue to keep a safe airport system in place.

ESSENTIAL AIR SERVICE CUTBACK

The U.S. Department of Transportation has circulated a Notice of Proposed Rulemaking to reduce Essential Air Service (EAS) subsidy by \$6.6 million nationwide. The federal program requires some \$31.6 million annually at some 150 communities for support of scheduled regional commuter service. North Dakota EAS cities affected are Devils Lake, Jamestown and Williston, North Dakota.

Governor George A. Sinner scheduled on December 22, 1988 in Bismarck, a joint session of these affected communities and congressional representatives to review the DOT's rulemaking order. Four alternatives were discussed on how the cities' service would be impacted. Based upon the DOT's alternative solution, commuter service could be lost or reduced substantially in these cities. Comment period deadline was January 3, 1989 in order for the DOT to continue operating the economic assistance air service program.

The economic impact of commercial service at these three North Dakota cities is some \$16 million in expenditures and nearly 300 in employment. With these impacts in mind, the Governor's office and the Aeronautics Commission are wholeheartedly supporting the communities efforts to maintain existing levels of air service.

LOCAL REVENUE FOR AIRPORT DEVELOPMENT GROWS

The chart below depicts a growth of 48% over the last 10 years for local revenue for airport development, rehabilitation and maintenance at some 100 public airports in North Dakota. The dollars represent revenues raised through local mill levies at city, county, township or park district levels.

	City	County	Township	Park District	Total
1978	\$ 863,165	159,214	0	12,307	1,034,686
1987	1,062,986	422,609	24,424	18,762	1,528,781
				48% or	\$494,095
				increase in 10 years.	

The biggest growth factor for local airport revenue was from the County level. Today some 18 counties financially support local airports for capital improvements as airports have become a county-wide transportation base within the State.

Some \$1.5 million dollars was raised locally for airport development matched with \$540,000 State funds combined with over \$4.0 million in federal and totaled over \$6.0 million dollars in 1987 for construction projects.

CUSTOMS WANTS HELP

The U.S. Customs Service has developed a new program requesting the public to report suspicious activities that may be related to drug smuggling, and encouraging FBOs and private pilots to participate in the national effort. Suspicious activity can be reported to Customs by calling 1-800-BE-ALERT.

The drug-smuggler profile outlines a combination of signs that indicate illegal activity. These include:

- Aircraft windows covered or temporarily taped over.
- Missing passenger seats.
- Numerous boxes, duffel bags or other suspicious containers.
- Aircraft registration numbers that appear altered.
- Aircraft that appear to be modified with extended range fuel tanks (especially those not permanently mounted), altered doors, modified hinges, special hatches for air-dropping of drugs.
- Inspection panels not normal to specific models of aircraft.
- Aircraft operating without wing and tail lights illuminated.

From the AFSS Manager

Bob Fishman
FAA Air Traffic Manager

Reflecting on 1988, I find that it was a year packed with challenges and rewards for the AFSS. As you know, we effectively consolidated both Jamestown and Dickinson Flight Service Stations. This success could not have been possible without the involvement and effort of many - including our N.D. pilots. I would like to take this opportunity to thank each and every one.

Other challenges have included an ongoing increase in the amount of traffic handled by the AFSS. We will be closing out 1988 with a peak day of 639 pilot weather briefings and are now averaging over 400 briefs per day. We began 1988 with 15 air traffic control specialists and will end the year with 21. Throughout it all, the Grand Forks AFSS was able to finish third in productivity behind the two busiest facilities in the country; and as those of you who call regularly know, we are 1st in the nation with the least percent of lost calls. Although some would say this is self-serving horn blowing, I would

reply as they did in Dragnet: these are "just the facts folks."

To those of you (some 1200 plus) who have been able to tour our facility, we enjoyed your visit; please come again. To those of you (some 4000 plus) who have attended safety/user meetings in which we have participated, we commend your diligence and look forward to seeing you again. To those who have not had the opportunity to participate in either of these manners, we would invite and encourage you to do so at your next opportunity.

Looking ahead in 1989, we plan to participate in the always educational Upper Midwest Aviation Symposium this March. We will take the opportunity to cover the impending closure of the Minot Flight Service Station and report to you on AFSS progress.

In closing, I would again give you our administrative number (701) 772-2047, so that you may either call to arrange a tour or, more importantly, to discuss any concerns, questions, or suggestions you may have. Our promise to you for 1989 remains the same as in 1988. **BETTER Service!**

UPPER MIDWEST AVIATION SYMPOSIUM — MARCH 7-8-9, 1989

Kirkwood Motor Inn — Bismarck, ND

PREREGISTRATION FORM

(Please print or type)

Name of Participant _____ Phone _____
(to be printed on name tag)

Address _____ City _____ State _____ Zip _____

YOU MUST JOIN AT LEAST ONE OF THE FOLLOWING ORGANIZATIONS AND MUST REGISTER FOR THE SYMPOSIUM

<u>*PRE-REGISTRATION FEE</u>	<u>TOTAL</u>
Member	_____ person(s) @ \$30.00
Spouse	_____ person(s) @ \$10.00
Banquet	_____ person(s) @ \$17.50

ORGANIZATIONAL DUES

Airport Association of North Dakota (AAND)	\$25.00
Association Membership	_____ person(s) @ \$25.00
North Dakota Agricultural Aviation Association (NDAAA)	_____ person(s) @ \$25.00
Associate Membership	_____ person(s) @ \$10.00
North Dakota Aviation Association (NDAA)	_____ person(s) @ \$25.00
Association Membership	_____ person(s) @ \$10.00
North Dakota Flying Farmers (NDFF)	_____ person(s) @ \$35.00
North Dakota Pilots Association (NDPA)	_____ person(s) @ \$10.00
North Dakota Professional Aviation Mechanics Association (NDPAMA)	_____ person(s) @ \$10.00

TOTAL SUBMITTED \$ _____

*Registration fee includes: Admission to Symposium Exhibit Area and free beer and pizza at International Night.
Registration after Feb. 15 is \$35.00.

MAIL TO: North Dakota Aviation Council, P.O. Box 2273, Bismarck, ND 58502.

Letter from the President

Bob Simmers, President
North Dakota Aviation Association

Now that the holidays are over, it's time to start concentrating on the Symposium. I hope you all had a MERRY CHRISTMAS and a HAPPY NEW YEAR. As usual I ate too much turkey, cookies and Christmas goodies and am now paying the price. I know, I am the only one in the state that feels this way, right?

In traveling across the state, I hear varied reports on the success of operators during the 1988 season. The drought has affected all of us in aviation, not only the ag operators. It has affected main street North Dakota, and that affects all of us.

Panic developed in early December with the announcement of changes to the Essential Air Service program. Our state aviation leaders responded immediately to the announcement and attained an extension to the response deadline. In the original proposal the response period was to be January 3, 1989. That date was extended to January 17, 1989 and the new regulation is to be implemented on March 1, 1989. If you have any questions on Essential Air Service, I would suggest that you call either Gary Ness or Jack Daniels.

The Symposium is fast shaping up. I know that this will be an event that you will not want to miss. The first change that you will notice is that somewhere in this newsletter you will find a preregistration form. Included with that preregistration is a chance for you to save some money and to avoid the long lines at the registration counter come convention time. Preregistration will also help the organizers of the convention. There are more exciting things planned for the convention this year. More meetings and informational lectures are planned and, more PARTIES. We have some interesting entertainment planned that I'm sure you'll want to be part of, so plan on being there in March.

It seems as though winter has arrived, finally. But look at it this way, every nice day that we did have has put us one day closer to Spring. Also, don't forget your winter flying DO's and DON'Ts. Winter can be one of the nicest times to fly.

**Kirkwood
Motor Inn**
WELCOMES UMAS
CONVENTION GUESTS
FOR RESERVATIONS PHONE:
(701) 258-7700
800 South 3rd Street
BISMARCK, ND 58501

1989 UPPER MIDWEST AVIATION SYMPOSIUM SCHEDULE

March 6, 7, 8 - Kirkwood Motor Inn, Bismarck, ND

"LOOK" - DECADE OF THE 90's

MONDAY, MARCH 6

A.M.

7:00	NDAC	Breakfast Meeting - Council Members
9:00 - 7:00	REGISTRATION	OPENS
9:30	NDPAMA	Superior Parts
10:00	AAND	Board Meeting
10:00	NDAA	Business Meeting
10:00	NDPA	Video Series
10:30	NDAAA	Insecticide Update - Dean McBride, NDSU
11:00	NDPAMA	Teledyne Continental
11:00	NDPA	Video Series

MONDAY, MARCH 6

P.M.

12:00 - 8:00	EXHIBITS	OPEN
12:00	NOON LUNCHEON	- Soup & Sandwich
1:00	NDPAMA	Lear Siegler and B & S Aircraft
1:00	NDPAMA	Champion
1:00	NDPA	Video Series
1:00	NDAAA	Sprayer Calibration - Vern Hoffman
1:30	AAND	Session (Combo)
	FAA - Airports Field Office	- Dave Rask, Milt Heupel
	FAA - AFSS	- Bob Fishman, Joe Morgan
	Legislative Update	- Jack Daniels
2:00	NDPAMA	Covington
2:00	NDPAMA	Lycoming
2:00	NDPA	Video Series - Northern Wilderness Flying Dr. Dale DeRemer
2:00	NDAAA	Allied Representatives
2:00	NDAA	
2:30	NDAAA	Safety Bulk Handling - Jack Peterson
3:00 - 3:30	COFFEE & SOFT DRINKS	
3:00	NDPA	Video Series
3:30	NDPAMA	Aircraft Window Repair
3:30	NDPAMA	Aviation Fuel Cell - Patrick Manning
3:30	NDAAA	Greg Dahl - NDSU
4:00 - 8:00	EXHIBITS	OPEN
4:00	NDAAA	Business Meeting
4:30	NDPAMA	Business Meeting
6:00	OPEN EXHIBIT AREA	(NASA displays?) BEER & PIZZA NIGHT
6:30	Legislators	
8:00	Astronaut Program	- NASA

TUESDAY, MARCH 7

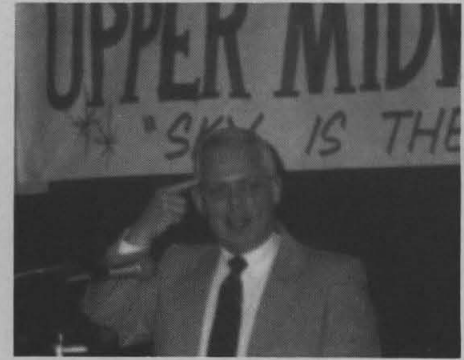
A.M.

6:30	NDAC	Breakfast Meeting - Council Members
7:00	Continental	Breakfast
7:00 - 8:30	EXHIBITS	OPEN
7:30 - 4:30	Registration	opens
8:00	NDPAMA	Cleveland/Airborne
8:00	NDPAMA	Lear Siegler and B & S Aircraft
8:00	AAND	General Business Meeting
8:30	NDAAA	Regulation in North Dakota - John Sellie, Dept. of Ag
9:00	NDPA	Video Series - IFR Procedures - John Bridewell
9:00	NDAAA	Fungicide Update - Art Lamey
9:00	NDPAMA	Praft & Whitney
9:00	NDPAMA	Lycoming
10:00 - 10:20	COFFEE & COOKIES	
10:00 - Noon	Spouses	Program
10:00	AAND	Session (Military) - Airforce - Army Guard - Happy Hooligans
10:00	NDPA	Video Series - IFR Productions, Jerry Iverson, Rick Mercil
10:30	NDPAMA	Champion
10:30	NDPAMA	Aircraft Windows Repair

1989 UPPER MIDWEST AVIATION SYMPOSIUM SCHEDULE

March 6, 7, 8 - Kirkwood Motor Inn, Bismarck, ND

"LOOK - DECADE OF THE 90's"



Dr. Jerry Cockrell, Aviation Psychologist

Dr. Jerald Cockrell Aviation Safety Psychologist Back By Popular Demand

Dr. Jerald Cockrell is again scheduled to address various audiences during the 1989 Upper Midwest Aviation Symposium. Dr. Cockrell is planning to make a presentation to the non-flying spouses on Wednesday morning; he is scheduled for a 1½ hour educational air safety talk, open for all attending the symposium Tuesday evening; and will be the keynote speaker for the symposium banquet Wednesday night.

Dr. Jerald Cockrell is originally from Mississippi. He earned a PhD in psychology from the University of Mississippi and has worked as a clinical psychologist.

Dr. Cockrell has an Airline Transport Certificate - DC-3 rating - and has over 9,000 hours flight time. He has worked as a flight instructor and has done charter and freight pilot flying.

In giving aviation safety programs over the past 15 years, he has spoken in every state in the union. Dr. Cockrell gave the first flight instructor clinic in Africa and has given aviation safety programs all over the world.

He worked for AOPA for approximately 8 years doing flight instructor refresher clinics before beginning his own aviation training firm. Dr. Cockrell is a member of the Aviation Psychologists Association. He also is a past president of the Alaska Aviation Safety Foundation and has performed a weekly television show addressing aviation safety on PBS.

He is currently working as an aviation consultant doing safety programs for the airlines and the military and is the Director of Safety for MARKAIR, Anchorage, Alaska.

CALENDAR OF EVENTS	
Jan. 21	99's Meeting - Bismarck Call Clara Sherman 1-701-223-6887
Jan. 25 & 26	Flight Instructor Safety Seminar & Workshop Aerospace Training & Research Center Rm. 134 - University of ND
Mar. 6, 7, 8	1989 Upper Midwest Symposium Kirkwood Motor Inn, Bismarck, ND

TUESDAY, MARCH 7 AM (cont.)

- 10:30 NDAAA Herbicide Update - Dallas Peterson, NDSU
- 10:30 NDAA
- 11:00 - 2:00 EXHIBITS OPEN
- 11:00 NDPA Video Series - Dr. Dale DeRemer
- 11:30 NDAAA Allied Representatives (Exhibitors)

TUESDAY, MARCH 7 P.M.

- 12:00 NOON LUNCH - Soup & Sandwich
- 1:00 NDPAMA AMFI - Dick Kost
- 1:00 AAND Pavement Rehabilitation Program - Niles Hushka
Kadramas, Lee & Jackson
- 1:00 - 2:30 Spouses Program
- 1:00 NDPA Video Series - Mountain Flying - Don Dubuque
- 1:00 NDAAA Initial Certification Test
- 1:00 NDAAA FAA 137 Safety Review
- 2:00 NASA - General Program - Langley Air Force Base
- 4:00 NDPA Video Series - Northstar - Lorán C
- 4:00 - 7:00 EXHIBITS OPEN
- 4:00 NDPAMA ATP
- 4:00 NDPAMA Pratt & Whitney
- 4:00 NDAAA Public Relations - W. Handley
- 7:00 - 8:30 Psychology of Aviation - Jerry Cockrell
- 8:30 Exhibitors Hospitality Night

WEDNESDAY, MARCH 8 A.M.

- 6:30 NDAC Breakfast Meeting - Council Members
- 7:00 - 8:30 EXHIBITS OPEN
- 7:00 Continental Breakfast
- 7:30 - 4:30 Registration Opens
- 8:00 NDPAMA Continental
- 8:30 NDAAA Pesticide Laws - Doug Tollefson, NDSU
- 9:00 NDPA Video Series - FAA Forum - Questions and Answers
- 9:00 NDAA FAA Part 135 Update
- 9:30 AAND Session (Underground Tanks) N.D. Health Dept. -
New Underground Tank Regulations
- 9:30 NDAAA Aeronautics Commission - Gary Ness, Roger Pfeiffer
- 9:30 - 10:00 COFFEE & COOKIES
- 10:00 NDPA Video Series - FAA Forum
- 10:00 NDAAA Business Meeting
- 10:30 NDPAMA IA - Gordy Amundson
- 11:00 - 2:00 EXHIBITS OPEN
- 11:00 - 12:00 Spouses Program - Jerry Cockrell
- 11:00 NDPA Video Series - FAA Forum

WEDNESDAY, MARCH 8 P.M.

- 12:00 NOON LUNCH - Soup & Sandwich
- 1:00 NDPAMA Maintenance Liabilities - Fred Bielher
- 1:00 NDAA Business Meeting
- 1:00 NDPA Video Series
- 1:30 NDAAA Report NAAA Update - National News - Ron Deck
- 2:00 NDPA Video Series - Business Meeting
- 2:30 COFFEE & SOFT DRINKS
- 2:30 NDPAMA FAA - Open Forum
- 3:00 NDPA Video Series
- 3:30 NDPAMA PAMA Election of Officers & Final Business Meeting
- 5:00 NDAC Business Meeting & Election of Officers
- 6:00 HOSPITALITY
- 7:00 BANQUET - Jerry Cockrell
- 9:00 - 1:00 HANGAR DANCE

FLIGHT STANDARDS DISTRICT OFFICE UPDATE

Verl Addison, Accident Prevention Specialist
Fargo FA/FSDO

AIRWORTHINESS DIRECTIVES

Airworthiness Directives are sent out free to registered owners of aircraft, whose name appears on the aircraft registration form in the aircraft. However, in many cases the legal owner is a bank, a lending company, or a corporation headquarters. If that is true of your aircraft, you should establish some means of having the AD's forwarded to you - - your safety, as well as your liability for accidents could be at risk.

For further information, contact the FAA Aeronautical Center, P.O. Box 26460, Oklahoma City, OK 73125. You may telephone that office at 405-686-4374.

EMERGENCY LOCATOR TRANSMITTER (ELT) SUPPLEMENTAL INSPECTION PROCEDURES

The FAA is continuing the effort to improve the confidence level that the ELT is functional and to reduce the number of false transmissions. We recommend that all aircraft operators encourage their maintenance personnel to supplement the ELT manufacturers instruction with the following inspection procedures.

a. Remove all interconnections to the ELT unit and ELT antenna. Visually inspect and confirm proper sealing of all connector pins. Special attention should be given to coaxial center conductor pins which are prone to retracting into the connector housing.

b. Remove the ELT from the mount and inspect the mounting hardware. All required mounting hardware should be installed and secured.

c. Gain access to the ELT battery and inspect. No corrosion should be detectable. Verify the ELT battery expiration date.

d. This test will require a very high frequency (VHF) receiver tuned to 121.5 MHz. Activate the ELT using an applied force. The direction for mounting and force activation is indicated on the ELT (see Note 1). A TSO-C91 ELT can be activated by using a quick rap with the palm. A TSO-C91a ELT can be activated by using a rapid forward (throwing) motion coupled by a rapid reversing action. The ELT signal should be heard on the airplane's VHF radio communications receiver when tuned to 121.5 MHz (see Note 2).

e. Reinstall the ELT into its mount and verify the proper direction for crash activation. Reconnect all cables. They should have some slack at each end and

should be properly secured to the airplane structure for support and protection.

f. Activate the ELT using the ELT test switch. The ELT should be heard on the airplane's VHF radio communications receiver when tuned to 121.5 MHz (see Notes 2 and 3).

g. An amplitude Modulation (AM) broadcast radio receiver could also be used to determine if energy is being transmitted from the antenna. If the AM broadcast radio receiver is held about 6 inches from the ELT antenna and the ELT is activated, an ELT aural tone will be heard on the AM broadcast radio receiver.

h. Verify that all switches are properly labeled and positioned.

Note 1: This is not a precise check; thus, it only indicates that the G-switch is working.

Note 2: This is not a measured check, thus it does not verify adequacy of the power output. The signal may be weak even if it is picked up by a receiver located at a considerable distance from the radiating ELT.

Note 3: Because the ELT radiates on the emergency frequency, the Federal Communications Commission allows these tests only to be conducted within the first 5 minutes after any hour and is limited to 3 sweeps of the transmitter audio modulation.

Please call Wes Edwards, Avionics Specialist with the FAA, FSDO in Fargo, ND, 232-8949, if you have any questions.

FLIGHT INSTRUCTOR SEMINAR AND WORKSHOP SCHEDULED

The Federal Aviation Administration has announced a Flight Instructor Safety Seminar and Workshop scheduled for January 25 and 26, 1989.

This workshop will consist of a combined effort by the FAA Flight Standards District Office in Fargo, and the Automated Flight Service Station in Grand Forks. The subject of the seminar and workshop will be, "EMPHASIS - '89, TEACHING WEATHER BRIEFING". As indicated by the title, the seminar will emphasize more efficient teaching by flight instructors of obtaining weather briefing, as well as background information on how weather reports, forecasts and related information are obtained and disseminated. This will provide an excellent opportunity for new flight instructors, as well as those with more experience to obtain detailed background information on how to more effectively instruct their students

in using weather briefings provided by the Automated Flight Service Station.

The schedule calls for four seminars and workshops of 3 hours each to be conducted at 9:00 and 1:30 on each day, January 25 and 26, 1989. This will provide four separate choices of times to allow flight instructors the option of which one they wish to attend. The location will be the Aerospace Training and Research Center, Room 134 at the University of North Dakota. All flight instructors throughout the State of North Dakota are encouraged to attend.

This will also provide an excellent opportunity for touring the new facilities recently constructed at the University of North Dakota.

Any questions concerning scheduling may be directed to me, at the Federal Aviation Administration Flight Standards District Office in Fargo, or Mr. Joe Morgan, Quality Control Assurance Specialist at the Automated Flight Service Station in Grand Forks.

"AWOS is coming"

Steven J. Obenauer
Manager, Technical Support
Dakota Airway Facilities, Bismarck

The AWOS, which is an acronym for Automated Weather Observation System, will be installed at several North Dakota airports in the next two years. The AWOS is an automated system that uses sensors located on the airport to provide current weather information on a continual basis.

The current version of the equipment will provide current data on cloud height and amount, visibility, altimeter settings, wind (speed, direction, and gusts), temperature, dew point, and density altitude. Future options may include information on thunderstorms, freezing rain, precipitation (occurrences, amount, and type), and runway surface conditions. This information will be converted to a computer-generated voice that will be automatically broadcast over a local frequency or over a VOR or NDB. The voice report will also be available by telephone through a dial-up feature. In addition, the data will be available on a display terminal at the local airport. This weather data will also be included in the national weather information system.

Current plans call for installation of AWOS equipment at Devils Lake and Dickinson by 1990. Future plans call for additional systems to be installed at Grand Forks, Jamestown, and Minot.

THE AIRPORT IMPROVEMENT PROGRAM

Milt Heupel, FAA-AFO, Airports Engineer

Shortly after the end of World War II, the Federal Government embarked on a grants-in-aid program to units of state and local government to promote the development of a system of airports to meet the Nation's needs. The original program, the Federal Aid Airport Program (FAAP), was funded from the general fund of the Treasury.

In 1970, the Planning Grant Program (PGP) and the Airport Development Aid Program (ADAP) were established. These programs were funded from a newly established Airport and Airway Trust Fund, into which were deposited revenues from several aviation user taxes on such items as airline fares, air freight, and aviation fuel.

The current grant program, known as the Airport Improvement Program (AIP), was established in 1982 and amended in 1987. The AIP provides funding through fiscal year 1992 from the Trust Fund for airport development, airport planning, noise compatibility planning, and to carry out noise compatibility programs.

Grants under the AIP are at or associated with individual public-use airports (the term airport includes heliports and seaplane bases). A public-use airport is an airport that is open to the public and is publicly owned, or privately owned but designated by the Federal Aviation Administration (FAA) as a reliever, or privately owned but having scheduled service and at least 2,500 annual enplanements. In addition, to be eligible for a grant, an airport must be included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS, prepared by the FAA and published every 2 years, identifies public-use airports considered necessary to provide a safe, efficient, and integrated system of airports to meet the needs of civil aviation, national defense, and the Postal Service.

Representatives of eligible airports interested in obtaining a grant under the AIP are invited to contact the FAA Airports Field Office in Bismarck to discuss their proposed project.

OFFICERS PLAY JEOPARDY'S DAILY DOUBLE

- "a unique approach to training" -

1st Lt. Greg Eanes, Public Affairs Office

MINOT AIR FORCE BASE, N.D. - "Security for 500 gets you the Daily Double!," says an Air Force Instructor from the 91st Strategic Missile Wing to an excited missile combat crew member engaged in Weapon System Jeopardy, the latest twist in monthly recurring weapon system training.

Air Force and Strategic Air Command missile combat crew members, operators of the U.S. intercontinental Ballistic Missile fleet, are required to undergo continuous training to remain proficient in their particular weapon system, as well as modifications. The base Minuteman III instructors have added a new twist to their weapon system training curriculum a unique form of vocational education by incorporating required teaching points into television's "Jeopardy" game show format.

"Weapon System Jeopardy is fresh and different," says Capt. Dennis Fry, chief, Combat Crew Training Branch. "It's a fresh approach to training I was exposed to at the Air Force's Squadron Officer School, and it provides a different format with which to relay the required information. Student feedback has been really great! They get fired up about learning with Jeopardy, especially when faced with the team competition factor. Teams are formed either by squadron or

by deputy missile combat crew members versus their commanders. We use the same rules and same format as the T.V. show. One time a squadron lost a game because they failed to present the answer in the form of a question even though they had the right answer!"

Captain Fry said Weapon System Jeopardy is just one of several weapon system education initiatives planned by the Combat Crew Training Branch. "Our first and top priority is to provide the missile combat crew force-our students-with the highest quality training product possible," he added. "This includes monthly self-study packages, Missile Procedures Trainer presentations in Launch Control Center (LCC) mock-ups, remedial learning center and classroom instruction. We want the crews to get the most out of each learning experience."

"There's a lot of new stuff coming down the pike," Captain Fry added. "Air Force weapon systems undergo continuous modifications and new tasks are assigned. The crews will have to learn these new tasks while staying proficient in those currently required. The 91st SMW Combat Crew Training Branch intends to do its best to keep missile combat crews on alert; keeping them a viable part of the nations strategic deterrence!"



VISIT TO EDGELEY ULTRALIGHT FACTORY

Mark Holzer, Aviation Planner
North Dakota Aeronautics Commission

On our last trip out for the 1988 airport inspection of some 93 public use airports in North Dakota, we were offered a tour of the Jackson Manufacturing Company plant which assembles ultralight aircraft. The company recently announced it's new version, the FP-606 Sky Baby. This model was developed in response to all the pilots who have learned to fly the popular C150 or C152.

The plant is located on the south edge of Edgeley in the industrial park. The marketing team performed daily demonstrations at the 1988 EAA Oshkosh convention.

I'd suggest that if any aviators are interested in a tour of the plant or wish to learn more about ultralights, contact Gene Hanson at 701-493-2286. It's probably North Dakota's first aviation manufacturing plant of experimental aircraft and ultralights. You may be able to see them at our 1989 convention.

AIRPORT ASSOCIATION NEWS

Ralph Henning, President, AAND

As we look forward to 1989, there are many things which the Airport Association of North Dakota has and will be involved in. During 1988 AAND established an annual UND Scholarship Fund for students who reside in North Dakota and who are majoring in Airport Administration. We are currently working with the North Dakota Aeronautics Commission to purchase equipment for radio controlled runway lights. We also hope to establish a summer intern program made up of students from UND majoring in Airport Administration. These students would work at various airports in North Dakota. This would be a joint effort with AAND, UND, the Aeronautics Commission and Job Service of North Dakota.

Since this is a legislative year, we will be working closely with the North Dakota Aeronautics Commission in support of funding for the Airport Block-Grant Program. I urge you to contact your local legislators and let them know that you support the Block-Grant Program at the \$1,000,000 level.

(cont. on next page)

(cont. Airport Assoc. News)

We are looking forward to the 1989 Upper Midwest Aviation Symposium. I believe we will be covering subjects which will be of interest to most airports. Tentatively, some of the topics to be covered

include Airport Funding, Flight Service Station Update, Airport Pavement Rehabilitation Program, Underground Fuel Tank Useage and Military Aviation in North Dakota. For the first time this year,

in conjunction with the North Dakota Aeronautics Commission, AAND will be presenting Airport of the Year awards in three categories. We look forward to seeing you at the symposium.

North Dakota Aviation Maintenance Mechanic Safety Award Program

Paul Smith, President NDPAMA

Every year an effort is made to single out the most outstanding maintenance technician in a competition known as the Mechanics Safety Award Program. This effort allows the public to recognize the importance of the role maintenance technicians play in aviation safety and also focusses the attention of industry toward the vital contribution made by all aviation technicians. This program is sponsored by the North Dakota Professional Aviation Mechanics Association Safety Program.

This year's winners will receive the following prizes:

First Place: \$300.00 cash award plus paid convention expenses
Second Place: \$150.00 cash award
Third Place: \$50.00 cash award

The objective of the North Dakota Aviation Mechanic Safety Award Program

is to recognize those mechanics making an outstanding contribution to aviation safety through the performance of their duties. This effort enables the public to recognize the importance of the mechanic's attention on the vital safety role they play in the practice of aviation maintenance.

PLEASE READ THE FOLLOWING INFORMATION CAREFULLY BEFORE COMPLETING THE ENTRY FORM.

An entrant must be working in North Dakota as an active aviation mechanic. He/she must hold a current FAA airframe and/or power plant, repairman, instrument or avionics technician rating. He/she must be skilled in the methods, techniques and practices necessary for the performance of maintenance, inspection or alteration of aircraft as a whole, or any of the major propellers, air-frames, avionics and ap-

pliances. Eligible mechanics may submit an entry form for themselves or for a friend or co-worker. Entries should be made using the information contained on this form and submitted no later than February 10, 1989. To: Paul Smith, 211 Mercury Drive, East Grand Forks, MN 56721.

Screening of the entry forms will be done by the Aviation Mechanic Selection and Award Committee, comprised of members of the NDPAMA and the local FAA office. They will thoroughly review all entry forms to assure that the entrant's "outstanding contribution" is within the guidelines specified. All entries will be judged without regard to race, creed, color, sex or national origin. Selection of the recipient will be made by the Selection and Award Committee, and their judgement is final.

ENTRY FORM FOR NORTH DAKOTA AVIATION 1989 MECHANIC SAFETY AWARD PROGRAM

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

Name: _____ FAA Certificate No: _____
Address: _____ FCC License No: _____
Telephone No: _____
Employer: _____
Employer's Address: _____
Year first designated a Maintenance Technician: _____
Years experience: _____

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

(If additional space is required, attach additional sheets)

ENTRY SUBMITTED BY: (if other than entrant)
Name: _____ Address: _____
Employed by: (Name and address) _____ Position Held: _____
Date: _____ Signature of person submitting entry: _____

FOR SELECTION COMMITTEE USE ONLY

ON THE LEGAL SIDE

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

Every once and a while each of us must go through a period of self examination. We know for sure that a whole host of people are examining us, and that ample information exists within reach of those interested in aid of that examination. But do we really want that much to be known, especially in the Public Domain? And what if it is not accurate? We all know what an accurate, much less an inaccurate report of a credit bureau can mean, and what it takes to clear one up. How about an inaccurate or incomplete file being maintained by the FAA. Do you think that can ruin your day? You bet it can!

In 1974 the government passed the Privacy, and the Freedom of Information Acts. (5 USC 552 a et. seg.) This legislation was intended to protect the individual from unwarranted governmental interference in his private life, and to keep the government from hiding its activities from the Public. With the respect to the FAA, at least, the road to you-know-where is paved with these good intentions.

In a whole host of complicated statutory and regulatory enactments, the government has set forth laws designed to collect and maintain information, and release it, when theoretically appropriate. There are even rules provided for the correction of inaccurate, incomplete, untimely or irrelevant information.

First of all, the age of information never renders it "untimely". Once information is on the computer, and it has been placed on it within a reasonable time of the subject matter of the report, it will be there forever. The FAA/DOT has no mechanism to remove ancient history, nor will the Courts compel its deletion. It will endure and be timely for eternity.

More importantly, inaccurate information, or incomplete information, even if accurate, is very difficult to remove. In order to do so, a request must be made under specific regulatory and statutory authority to amend the record. This office made such a request in early November of this year with respect to an FAA "incident report". It seems that a pilot, a certified flight instructor, wishing to join the airlines, had a so-called incident over six or seven years ago, while instructing a student pilot. The incident was minor; no accident occurred, and no one was charged with a violation. The FAA report of the incident itself was inaccurate, in addition to being incomplete as no mention was made of the fact that no violation resulted. The information is still on the computer as of this date, and has cost the individual at least one job with a major airline.

Sometimes, the information is irrelevant. In the above circumstances, under the statutory and regulatory enactments involved, only the NTSB has jurisdiction to maintain records of incidents if they are not violations, but only in accordance with a specific set of guidelines set forth in section 830.5(a) of the Board's Rules. In this instance the NTSB rules did not require an incident report to be kept, and the NTSB does not have a record. The FAA does, despite the fact that it has no jurisdiction to maintain the information. The information is clearly irrelevant as to the FAA's mission, as its maintenance is not authorized by law. Yet, it is still on the computer.

In another case, where an individual paid a civil penalty in compromise of an alleged violation, without admitting guilt, a record of violation is being kept by the FAA. Payment of a compromise of a civil penalty does not entitle the FAA to carry the information as a violation. To do so would be inaccurate, and irrelevant. It has been **several months** since this office asked that the information be stricken, with no response as yet.

So if you are doing your self evaluation, and would like to know what to really think of yourself, ask, under the Freedom of Information Act, that the FAA provide you with a print-out of their file on you. You might be surprised. You may do so by writing to the FAA's Aviation Standards National Field Office, P.O. Box 25082, Oklahoma City, Oklahoma 73125.

NDAAA UPDATE

Cynthia Schreiber-Beck

North Dakota was well represented at the National Agricultural Aviation Association Convention held recently in Las Vegas. Although none of the locals "won big", the event was successful in terms of the number of applicators in attendance, the interest on the display floor and the program. Those who were able to view the "Mock Trial" received an education. A future plan is to have VCR tapes available for the state associations in order for everyone to benefit from this endeavor. It was also Barb Deck's first starring role and North Dakota needs another actress in Hollywood.

Besides snow and cold in 1989, the NDAAA is facing an attempt to change existing legislation (4-35-21.1) as well as heading off any legislation that may adversely affect aerial application in North Dakota. If you are aware or become aware of any unfavorable legislation, please contact NDAAA President Tim McPherson.

With the new year, the NDAAA is encouraging all past members to re-enlist in the ranks and prospective members to join us. Although the \$25.00 dues is not due until the March Convention, Dupont is giving 10 ounces of Harmony to the first twenty-five operators who become members. (Send dues to Box 843, Wahpeton, ND 58074.)

John Lefforge and Cameron Wischer have been putting forth a lot of effort in the NDAC to ensure the NDAAA portion of the March convention is successful. This event is for you. Hopefully, all aerial applicators and pilots are planning to attend. See you there.

MOVING?

Each time a newsletter is returned because of an address correction we pay the post office 30¢ plus another 25¢ to re-mail it. So if you are planning on moving please save us the time and expense by sending your new address to:

Greg Haug, Editor/Publisher
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