



NORTH DAKOTA AVIATION QUARTERLY



Issue #9

NDAC

October, 1989



Vince Buraas, Helen Walkinshaw and Gary Gylten relaxing next to their Stearman after Centennial flight into Bismarck.

“THE CENTENNIAL FLIGHT”
**“THEY REACHED
 OUT AND
 TOUCHED EVERYONE”**

Gary R. Ness, Director
 N.D. Aeronautics Commission

When the Centennial Projects and Programs are completed at the end of 1989, North Dakota will have many great memories of a tremendous effort to celebrate a great State's history and accomplishments.

In reviewing those efforts, many will stand out, the wagon trains that transit the state, to commemorate the pioneer's spirit to start anew on their own land. The Centennial Quilt that brought together every township and county to dramatize the cooperation of many to commemorate a State's history. A world record effort to be sure. The “Party of the Century” on the capitol grounds will be a benchmark for any similar event in our future. The many local endeavors on restorations and commemorative activities will live in the minds of North Dakotans forever.

In a proclaimed biased environment, this writer will state that the “Centennial Flight” did in fact “touch everyone”. Vince Buraas and Helen Walkinshaw with their stearmans growling through the North Dakota skies, transporting history as well as the mail to 100 communities, brought the Centennial spirit and celebration to a statewide audience. From the friendly confines of a grass strip at Regent to the wind blown concrete of Bismarck, these aviators demonstrated the spirit our industry has shown in its short but distinguished history. The communities involvement in its success was heartwarming.

There are many individuals that will no doubt go unrewarded for this success. However, I would like to acknowledge the dedication to the project of the sponsor, The Dakota Territory Air Museum at Minot and Don Larson, its president. Diane Herr of Turtle Lake who organized the Postmasters in the State. They were the glue that held this together. Alice Keller of the Aeronautics Commission was the adjuster of scheduling, who kept in touch

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Something New For The Symposium

Bob Simmers, Chairman
 North Dakota Aviation Council

As we try each year to improve on the previous years symposium, this year is to be no exception. Last year we set new records and this year we hope to do the same.

The newest event on the horizon is the addition of a job fair to the symposium. In the past we have had interest from major employers to come to our area and visit with job seekers. Some of the major employers you could see here are employers like Northwest, Continental, Delta, Pratt & Whitney, General Electric, Boeing, Lockheed, and others. Their purpose will be to bring their interview team to our area instead of our job seekers going to the employers facility.

Mr. Gordie Person has agreed to head this committee. Any questions, comments, or suggestions should be directed to him.

SURVEY RESULTS

First, I must apologize for a typo in the survey instructions, not that the results would have been any different. The survey should have asked for controlled airspace down to 1200 ft. instead of down to 800 ft. AGL.

I want to thank all of you who responded. There were around 100 responses. Of those only 2 were in favor of the change. All of the rest were against.

Many of you sent in interesting comments with your survey. Most of the comments relate to me that a lot of our pilots in the state are simply afraid of where this might lead us, not taking into consideration the safety aspect of it.

Once again, THANK YOU to all who responded.

NDPAMA NEWS

Russ Braddock, President NDPAMA

Fall is upon us once again. Time to start getting winter gear and equipment ready for the arctic blasts. The season will be here sooner than we would like to think.

A reminder to those people planning to enter the **NDPAMA logo contest**. All entries must be submitted in finished form not later than December 1st, 1989. They can be sent to me at 600 9th St. NW, #2, Mandan, ND 58554. They will be published in the January issue of the Quarterly for NDPAMA members to vote on.

99 NEWS

Peggy Gaynor

The September meeting of the 99s was held in Jamestown, convening at the Jamestown airport. Nine aircraft arrived for this meeting, the most spectacular being the aircraft of the guest for this event, Helen Walkinshaw, one of the North Dakota Centennial Air Mail Pilots. She arrived flying her Stearman, the plane which she used for the Centennial flight.

The first item of business was a spot landing contest, judged by past-president Beth Lucy. Dianne Herr from Turtle Lake won that contest. The program which followed featured guest Helen Walkinshaw who shared the experience of visiting fifty North Dakota towns along the southern half of the air mail route. Much planning preceded this flight, and Helen reported enthusiasm and interest from the people she met while conducting it. Her challenges included very gusty wind conditions for most of the days which necessitated the

There is a noteworthy item in the September issue of the General Aviation Airworthiness Alerts everybody might be interested in. Beware of potent odors in the cockpit following maintenance. In one case, non-flammable penetrating oil was sprayed on the control cable pulleys under the cockpit floor of a Fairchild SA226. The cabin had been ventilated for about an hour and the flight crew took off after being assured the odor would dissipate. As the odor got stronger, the crew called ATC to make a precautionary landing. Before they landed safely 20 minutes later, they started to complain of light-headedness, body tremors, and reduced ability to concen-

trate. Oxygen only made the symptoms worse. Never take chances with the potential harmful effects of various spray products in an enclosed area. The convenience of using spray lubricants sometimes overshadows potentially harmful effects. It pays to check out what you are using before using it.

Preparations are under way once again for the Symposium in March. If anyone has new ideas for speakers, etc., drop me a line at the above address.

use of more than one stubble field for landing. Her feeling was that the project was invaluable in raising awareness around our state concerning general aviation and helping people understand the world of flight in a personal way.

Other news from the 99s September meeting includes the notice that several members have recently acquired proficiency wings. Dianne Herr (4), Shirley Frost (6), Lorraine Behler (6), Beth Lucy (6), Wynola Thornton Eide (6).

Finally, the Chapter voted to underwrite a \$200 scholarship for a woman who is an aviation student at U.N.D. This is a continuation of our effort to support women as they enter the world of aviation. The North Dakota Ninety-Nines is a group of fun-loving and dedicated women, enjoying a close relationship with other women pilots and actively involved in promoting aerospace education and aviation safety.

We invite all women pilots to become members.

Calendar of Events

Oct. 9	ND 99's - Dickinson Contact Audrey Baird, 701-225-5271
Oct. 12, 13 & 14	NAAA Fall Board Meeting at Jackson, MS
Oct. 23-27	Operation Raincheck 7:00 p.m.-10:00 p.m.
23	Bismarck Heritage Center Auditorium
24	Williston-Servair Hangar
25	Minot-Trinity Hospital
26	Grand Forks-UND Center For Aerospace Science
27	Fargo-NDSU Stevens Auditorium
Nov. 17	ND 99's - Aberdeen Contact Dolly Dennert, 605-225-8837
Nov. 20-21	ND Ag Show at NDSU, Fargo (contact Cameron Wischer if you are able to help man the NDAAA booth)
Dec. 6, 7, 8 & 9	NAAA National Convention at New Orleans, LA
March 5, 6 & 7, 1990	Upper Midwest Aviation Symposium Bismarck
March 1990	Pay NDAAA Dues

Operation Raincheck

Greg Haug, Editor
North Dakota Aviation Quarterly

Operation Raincheck is again being offered to N.D. pilots in October, 1989.

Operation Raincheck is a course designed to familiarize pilots with Air Traffic Control, its benefits, responsibilities, functions, problems and relationship with all facets of aviation. Although the program is oriented to the instrument rated pilot, all pilots are encouraged to attend.

The course will be offered to the flying public from 7 p.m. - 10 p.m. according to the following schedule:

October 23	Bismarck, ND Heritage Center Russell Reid Auditorium
October 24	Williston, ND Williston Airport Servair Hangar

October 25	Minot, ND Trinity Hospital Adult Education Room
October 26	Grand Forks, ND University of North Dakota Center for Aerospace Science
October 27	Fargo, ND North Dakota State University Stevens Auditorium

The agenda for each meeting will be:

- Introduction
- Air Traffic Control Procedures - Center
- Air Traffic Control Procedures - Terminal/TCA
- Automated Flight Service Station Procedures & Update

If you have any questions regarding the course please contact:

Archie Whitaker
Operation Raincheck Coordinator
Minneapolis Air Route Traffic
Control Center
512 Division St.
Farmington, MN 55024
(612) 463-5154

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From the AFSS Manager

Bob Fishman
FAA Air Traffic Manager

I hope everyone enjoyed the summer season as much as I did; and trust we are all prepared for those winter operations which are just around the corner. In September the FAA Great Lakes Regional Headquarters sent a mailing to all pilots informing them of our 800 number change. On September 15, we adapted to the nationwide 800 number. If you haven't had the occasion to use it, that new number is: 1-800-WX-BRIEF (1-800-992-7433). The Great Lakes Region includes the states of North Dakota, South Dakota, Minnesota, Wisconsin, Michigan, Illinois, Indiana, and Ohio.

I would also like to comment about Flight Service frequency congestion. A pilot flying in North Dakota has several options. As a reminder, here is a list of the

common enroute frequencies, VOR's with voice features, and discrete frequencies in hopes that this may help reduce frequency congestion. I understand that 122.2 has been particularly busy so I am recommending the use of Discrete Frequencies and VORS. This information is also available in the Airport/Facility Directory, the DOD FLIP IFR En Route Supplement, or any current chart.

NORTH DAKOTA FREQUENCIES

BIS	116.5T	122.1R	122.2		
DVL	111.0T	122.1R			
DIK	112.9T	122.1R	122.2	121.5	
FAR	116.2T	122.1R			
GFK	114.3T	122.1R	122.2	122.6	121.5
JMS	114.5T	122.1R	122.2	123.6	121.5
MOT	117.1T	122.1R	122.2	121.5	
ISN	116.3T	122.1R	123.6		
BOD			122.4		

Additionally, in order to expedite communications, please state the frequency used and aircraft location during initial call-up.

With the consolidation of the Minot Flight Service Station into the North Dakota Automated Flight Service Station on October 24, you can expect all services to continue without interruption.

In closing, I would like to take this opportunity to thank one of the state's most prominent aviation figures. In my twenty-one year aviation career, I have had the privilege of working with many fine people; however, none have been more dedicated or interested in aviation services than Mr. Jack Daniels. He has always taken the time to inform me of any matter which could be improved or resolved through mutual effort. On behalf of the dedicated public servants at the Grand Forks AFSS, I would like to say, "Thanks for your assistance and contributions to aviation safety, Jack."

As always, if you have any questions or concerns about our services, please feel free to contact me at 701-772-7489 during administrative hours.

SUPPORT NORTH DAKOTA AVIATION Buy NDAC Promotional Products

T-SHIRTS - 50% polyester/50% cotton; includes two color print; colors available: light blue, silver, or tan. \$6.50 each (add \$1.00 for XXL sizes)

SWEATSHIRTS - 50% polyester/50% cotton; includes two color print; colors available are light blue, white, or gun-metal gray. \$13.50 each (add \$1.50 for XXL sizes)

JACKETS - **Nylon Baseball Jackets** with 6 oz. quilted lining; includes embroidered logo on left front; colors: silver with black and white trim, solid silver, solid white, and red with white trim. \$37.50 (add \$3 for XXL). **Poplin Baseball Jackets** with 6 oz. quilted lining; embroidered logo on left front; colors: silver-gray or tan. \$40.50 (add \$3 for XXL). **Names can be embroidered on right jacket front for an additional \$3.50 each.**

GOLF CAPS — one size fits all; includes embroidered logo; available in gray, light blue or white. \$6.50 each.

BANDANAS - Includes two color print; available in light blue or gray. \$2.50 each.

POLO SHIRTS - Available in two styles, PC300 with pocket and PC100 without pocket; 50% polyester/50% cotton; includes embroidered logo; available in gold, light blue, silver-gray, or white. \$16.00 each.

SWEATERS - Includes embroidered logo on left front; available in off-white or gray. \$26.00 each.

SWEATER VESTS - Includes embroidered logo on left front; available in off-white or gray. \$23.00 each.

COFFEE CUPS - Heavy porcelain cups with logo. \$5.00 each.

Orders will be shipped via UPS. Allow 3 to 4 weeks for delivery.

Orders received by Nov. 15 will be shipped by Dec. 15.

*Orders received after Nov. 15 may not be processed until Feb. 15, 1990.

Mail order form to:

NDAC Logo Product
Rt. 2 Box 453
Bismarck, ND 58504

UPPER MIDWEST AVIATION SYMPOSIUM



ORDER FORM

NAME: _____

UPS MAILING
ADDRESS _____

SIZE CHART ADULT SIZING: S is 34-36 M is 38-40 L is 42-44 X-L is 46-48 XX-L is 48+
CAPS - ONE SIZE ONLY

PRODUCT	Color	Size	Cost	Embroidered Name On Jacket Front?	Extra Charge for Embroidered Name Or XX-L Size?	Amount
					+\$	=\$
					+\$	=\$
					+\$	=\$
					+\$	=\$
					+\$	=\$
					+\$	=\$
					+\$	=\$

There is an additional \$3.50 charge to have a name embroidered on the front of the jacket. For XXL Sizes, add \$3 for each jacket, \$1.50 for sweatshirts, and \$1.00 for T-shirts.

shipping/handling + \$2.00

TOTAL \$ _____

(Cont. from front page)

by phone with the postmasters as the routes developed. Special thanks to Jerry & Cindy Beck, Doc Best and friends of Wahpeton, who put forth a gigantic effort to ready the WACO GXE for the project. Only material failure, not spirit prompted the aircraft change. The WACO is now housed in Minot. It is the proud recipient of Antique Aircraft Permanent registration #A-100 to commemorate its focal point to the flight.

Recognition of those hangar rats that first brainstormed this idea and put it down on the napkin, that is still being used as the Master Plan, is definitely in order.

Finally this writer had the opportunity to spend three days flying on the project. I honestly can testify that next to, the first landing on an aircraft carrier, this project and the great interaction with the people that met us at the airports, nothing compares.

Everyone involved from the reception groups at the airports to the pilots, truly did enhance and promote aviation in the state. You actually "reached out and touched everyone". Thank you.



Centennial Airmail Delivered!

Greg Haug, Editor NDAQ

As I sat and watched the proceedings of the North Dakota Aeronautics Commission at the annual symposium meeting last March things went just as planned until "New Business" when I walked Warren Pietsch. Warren had just dreamed up an idea to deliver centennial airmail to the 100 public use airports in North Dakota.

The idea was well received and got the blessing of the Commission. The Dakota Territory Air Museum - Minot was then in charge of organizing this monumental undertaking which carried the seal of an official state centennial project.

Airmail service in North Dakota started in 1927 with service from Fargo to Pembina and on into Winnipeg so a vintage aircraft from that era was looked for to make the flight. Jerry Beck of Wahpeton just happened to have such a plane, a Waco GXE and said he would donate it to the cause.

After countless hours of hard work to get the Waco airworthy, on one of its maiden voyages to the Oakes Airshow, it lost engine power and an emergency landing had to be executed, damaging the Waco. The airmail flight was then delayed several weeks.

"After the maiden flights, it was decided that it (the Waco) would probably not be dependable enough to make the 100 airports within a reasonable time frame and also that crosswinds were a major factor as well," said Don Larson, Chairman of the Dakota Territory Air Museum.

However, on August 11th it all became a reality as Vince Buraas and Gary Gylten lifted off from the Northwood Airport in Buraas's 1943 Boeing Stearman. Vince and Gary were in charge of delivering the mail to 50 towns on the northern tier of the state.

The southern route was flown by Helen Walkinshaw of Argusville. Helen started her route in Fargo on August 21st in another Stearman.

The pilots made anywhere from 7-10 stops per day and at each one they delivered 300 commemorative centennial airmail envelopes affixed with the North Dakota Centennial stamps for cancellation by the towns postmaster.

Larson said, "Coordinating the flights was a major project. The support of the U.S. Postal Service was outstanding. 30,000 stamps had to be affixed to the special envelopes. It would have been impossible without their cooperation."

A number of media personnel had the opportunity to experience this event first hand. Rides were offered and accepted at many of the airports. Stearman Airmail CAMS brought this project to life, not only on the evening news but also on the front pages of many of the states newspapers.

"It has been a project that touched the hearts of thousands of North Dakotans, young and old, from every corner of the state. It was unique in that it involved many small communities that normally get overlooked in projects of this magnitude," said Larson.

In my conservative estimation, aviation in North Dakota reaped a bountiful harvest from this tremendous event and everyone involved in making it the success it was, **DESERVES OUR SINCERE THANKS.**

A limited number of sets of the 100 cancelled envelopes have been put together in an attractive, framed wallhangings and are for sale through the Dakota Territory Air Museum at Box 14, Minot Int'l. Airport, Minot, ND 58701.

Postal Service Provide Special Cancellation For Air Mail Flight

Diane Herr

We have all been involved with many centennial events this past year. The very successful Centennial Air Mail Flight has been a highlight for the Postal Service and the 100 postmasters involved with the project. From the special pictorial cancellation at the Dedication of the Dakota Territory Air Museum on July 22 to the station cancellation at the final airport city of Arthur, ND, the project has involved a tremendous amount of coordination between the aviation community and the Postal Service. Each postmaster, in their own way, tried to make the event special to their community. Many local newspaper publishers were at the scenes taking pictures and head-lining the event in their next weekly issue. The 300 special centennial air museum cachets were delivered to the airports in many different ways - pony express, buggies, buckboard with shotgun rider, antique cars and trucks and, of course, by modern postal vehicles with uniformed Postal Carriers. Everyone got into the spirit!!

The positive public relations generated by this project can not be measured. Both the Postal Service and the Dakota Territory Air Museum realize the value of their joint efforts to promote general aviation in our state. The first air mail fleet consisted of only six JN-4H planes, better known as the "Jenny". We've come a long way with air mail service these past 60 years. As a postmaster and pilot, I am proud to have been a part of this co-ordinated effort. Only in a state such as rural North Dakota are people willing to work together for a common cause. Thanks to the Dakota Territory Air Museum for their fore-sight to promote our state's general aviation segment in such an innovative way.



Don Larson, Chr., Dakota Territory Air Museum and Dianne Herr, with the WACO GXE at the Minot Air Show.



"Buckshot" Hofner and Art Link of the Centennial Commission along with Helen, Vince and Bob Simmers serving cake and refreshments at the airport following the Air Mail Flight into Bismarck.



100 year old Neil Bjornstad delivers Centennial mail bag in Enderlin.

The View From The Cockpit

Helen Walkinshaw

From the vast open farmlands of the east, to the rugged Badlands of the west, the birdseye view from an open-cockpit airplane is the only way to see North Dakota. As one of the Centennial Airmail Pilots, I had the opportunity to do just that, flying to 50 airports in the southern half of N.D. in my family's 1943 Stearman.

The Centennial Flight was definitely one of the highlights of my lifetime. I not only had a chance to get a taste of what it must have been like for the early aviators in days gone by, but I also had the privilege of truly "Discovering the Spirit of North Dakota". Whether the crowds were large or small, the warmth and enthusiasm of the people all across the state is what made this project such a huge success.

The Centennial Flight symbolized both the history and growth of aviation, and the important role it has played in the development of N.D. There's no doubt that the industry has come a long way - or at least gotten more sophisticated - since the early aviator in his leather cap and goggles, white silk scarf trailing in the wind. The contrast between "then" and "now" was captured when I departed Fargo after the Centennial Air Show in my open-cockpit bi-plane with its 220 h.p. radial engine, shortly before the Thunderbirds departed in their jet-powered F-16 Fighting Falcons.

I departed Fargo on August 21. After eight days, 1,364 miles and 25½ hours of flying, I completed my tour of 50 airports on August 30 in Arthur, city number 100 on the mail route. The flight was relatively trouble-free, except for an occasional shortage of envelopes and the all too common N.D. wind.

Considering the weather that week, it didn't play as much of a factor as it could

have. There was a slow-moving stationary front working its way across the state, with strong winds, hail and thunderstorms associated with it on both sides. I did have to wait out and then hurry off ahead of a couple of isolated thunderstorms the first day. Other than that, most of the days were clear and sunny. Fortunately, the severe weather along my flight path occurred at night after the route was done and the airplane was safely tucked away in a hangar.

Though an occasional thunderstorm or rain shower or a few low clouds didn't stop the mail, strong winds eventually did. The wind had to be contended with just about every day. Unfortunately, the stearman is a difficult airplane to handle in strong winds, particularly crosswinds and particularly on paved runways under these conditions. However, when the conditions were adverse for the only runway available, there usually was a stubble field conveniently located next to the runway where a landing could be made into the wind.

Gary Ness, Director of the Aeronautics Commission, flew along with me for a couple of days as my official co-pilot, chief photographer and envelope salesman. Gary was with me the day I got blown out in Hebron. The first leg of the day was a short hop from Bismarck to Mandan, but the winds were already up to 15 mph early in the morning. With the high wind forecast, we had anticipated that we would have to shut down at some point since all the airports scheduled that day had only one crosswind runway. By the time we reached Glen Ullin the winds had started gusting and it was getting hot and bumpy, but we were able to set down in a stubble field next to the airport. While only a short time on the ground, the winds were picking up. We called ahead to Hebron to let them know we probably wouldn't be able to land at the airport there, but we told them we'd look around for a suitable lan-

ding site before turning back to Bismarck.

A large crowd was waiting at Hebron as we circled around looking for a place to land. Then we spotted "Chase International" with a long grass strip right into the wind. We went back to the airport and pointed out to the crowd where we were going. It was humorous to watch from the air as the people made a mad scramble for their cars and tore off down the road in a caravan, gravel flying, to get to Chase Field before we landed. (The private airstrip is owned by Keith Chase, a sprayer from Hebron.) We waited for them before landing and the folks were excited. One, because we made it in at all and two, because the Centennial Plane landed at the Chase Farm, which had been designated as a Centennial Farm.

By this time the winds were at least 25-30 mph and gusting even higher. I was somewhat nervous about taking off again after checking the weather in Bismarck and Dickinson. As it turned out, Keith had extra hangar space so we put the airplane away and waited it out until the next day. We only had to postpone our arrival to three communities, and we were able to pick them up the next day and get back on schedule.

To highlight the entire trip would take up the entire newsletter. There is a story from every airport and every town . . . the mail was delivered by a Model-T in Linton . . . in a "retired" mail truck in Gackle where the end of the runway goes off into a lake . . . the school kids and crowd at Regent nearly doubled the population of the town . . . in Mott a nearby B-1 Bomber spotted us and came by in a low pass, waving his wings . . . in Hazelton where Quentin Foell delivered his mail in a wagon drawn by a team of shetland ponies with his wife riding shotgun . . . in Watford City where a retired rural mail carrier brought the mail on horseback . . . when one community

(Cont. next page)



Gary Gylten, Dianne Herr, Mary Carter (Garrison Postmaster), Vince Buraas and Les Vaagen, member of the Garrison Airport Authority of Garrison.

(Cont. - The View From The Cockpit)

wanted Gary to hold his arms outside the airplane on takeoff just to prove it was actually a woman flying the airplane . . . meeting Vince and Gary in Hazelton where we flew formation into Bismarck for a press conference and reception with the State's officials . . . parked on the hill in Medora as a trail ride passed by under the windsock . . . the joy of the passengers as they flew through the open air, wind in their faces . . . the older people in every town who appreciated the history the flight represented and the history taking place . . . the children so excited over seeing the airplane and getting an autograph of the pilot, who may someday tell their grandchildren about the day their town had air-mail service . . . finishing up in Arthur with my dad as a passenger and finding out he had delivered mail in the area in an airplane on skis when a snowstorm had blocked up all the roads back in the '40's . . . in Enderlin where one-hundred-year-old Neil Bjornstad delivered the mail . . . and the accounts are endless . . .

I must also give a special thank you to those who provided lunch, water, lodging, fuel, hangar space and warm hospitality while a guest in your town.

As a pilot, this trip was a thrill of a lifetime. As a North Dakotan, it was great to discover the spirit and share the experience with the people here. As for general aviation, we couldn't have done better! Perhaps what the Centennial Air-mail Flight meant from all standpoints can be summed up by quoting from a letter I received from a gentleman in Hebron when the flight was over: "Just a note of appreciation to you for flying over Hebron on Friday, August 25 at 9 a.m. I wanted very much to see that flight. I heard the plane and dashed outside and waved. I had a good view. To see and hear the Stearman sent pleasant chills down my spine and did my heart good to see you floating through the morning air. You made my day. Thanks!" . . . and your letter, sir, made mine.

To Clear The Air

Jack Daniels, NDAC Lobbyist

There have been some management changes in the Fargo Flight Standards District Office that has created concern with the aviation industry in North Dakota.

This commentary is designed to bring to the industry's attention, what it means and what changes may or may not take place.

Mr. Wes Edwards has been assigned the position of supervisor of the airworthiness unit within the FSDO. This assignment is in addition to that of principal avionics inspector. In this position he will oversee the manpower functions of the specialists and technicians within the airworthiness unit.

Mr. Wes King will now be the only principal maintenance inspector and takes over the duties of Otto Goergen. Otto said he has had enough and plans to spend some time worrying about where his next meal is coming from rather than who is or isn't being a good boy.

We all know that if you have more than one person on a team that someone must be the manager or decision maker in work assignments and job priority. Wes Edwards now has that area of responsibility.

His scope of work in the field will not change and he will deal with those areas of airworthiness that he has dealt with in the past. If anything, industry will very likely see less of him. He is going to be

busy playing with the in house paper mill which now takes up about 75% of the time of all the FSDO people.

The assumption by Wes King of all of duties of principal maintenance inspector will give him more responsibility but can be of great assistance to the industry in that Wes King has his feet on the ground and can assist industry in handling special airworthiness issues.

Some of the concern with the industry in North Dakota comes from the mis-use of the word "Avionics" to describe this technical specialty. Areas of concern for the avionics inspector primarily deals with avionics, electrical systems, instruments, lights and all indication functions. The secondary areas of concern consist of ice protection/detection, pitot static, landing gear position/warning, door ajar, electrical harness and other subsystems of the aircraft in concert with the maintenance inspector.

These areas of concern are identified with the same system code that is used in the minimum equipment list system.

The bottom line on all these issues affecting the relationship between the FAA and our industry is to communicate. If you have questions about what is going to happen, talk to the people involved. Most of them have family and friends that like/love them. Because of this they would just as soon talk about the issues as spend time in a body cast because someone met them in a dark alley with a four wheel drive 20 ton truck.



Retired mail carrier Glen Lawler on horseback hands mail to Lillian Bergem, Watford City, Helen with the mail bag.

North Dakota FLYING FARMERS

Diane Dahl, President

The North Dakota Flying Farmers held their State Convention September 22, 1989 at the Town House Motel in Fargo. Approximately 100 individuals participated in educational and social activities during the weekend. They included tours of the Case IH plant and Hjemkomst Cultural Center, business meetings, evening entertainment, fun and fellowship.

Who are the Flying Farmers? They are simply people who love to fly. They are individuals and entire families. They are citizens of the US and Canada. While the Flying Farmers can be of any walk of life, most of them are farmers who own their own airplanes. It is love of flying and the bond of friendship which gives the organization its strength. Currently there are more than 30 chapters in the US and Canada which comprise the International Flying Farmer organization. IFF provides a variety of activities of interest to their membership - tours, flight safety clinics, scholarships, teen programs, conventions and an insurance program.

The N.D. Flying Farmer Chapter would like to invite anyone interested in this kind of fun and friendship to join their organization. For additional information contact: President Diane Dahl, Cogswell, ND (724-6428), Vice President Arlyn Kraft, Mapleton, ND (282-0856).

The next Flying Farmer fly-in is scheduled for November 18 at the home of Larry & Diane Dahl, Cogswell. Anyone interested (member or non-member) in flying (or driving) for a noon potluck dinner is most welcome.

To join the N.D. Flying Farmers cut and mail the application below with your annual dues. The N.D. Flying Farmers are a chapter of the International Flying Farmers.

WINTER TIME PRE-FLIGHTS

Les Ellingson, Operations Inspector
FAA, Flight Standards District Office

With the autumn leaves falling, we can rest assured of one thing, winter in North Dakota will soon be upon us.

For winter time pre-flights, some extra considerations should be in order, such as:

If an aircraft is parked outside, frost and snow accumulations may increase take off distances or may make take off impossible. There is no "when in doubt" Remove **all** snow - frost - ice.

If the aircraft is equipped with skis, check rigging. Particularly bungee cords before each flight. Ski installations after the initial installation can be legally installed or removed by the pilot owner. If the aircraft's annual inspection occurs in the spring, summer or fall, the mechanic certifying the aircraft may not get to inspect the skis.

Engine oil breather tubes should be insulated or modified to prevent ice build up which could cause immediate loss of engine oil.

Snow blown into aft fuselage, control surface openings, engine inlets, propeller spinners, etc. can seriously affect weight and balance and normal operation.

Check fuel tank vents, sumps, drains, pitot and static systems for ice.

Use winter grade oils approved by the engine manufacturer.

Always preheat when temperatures dip below 25°F. Even though the engine may start each time, it may be costing you hundreds of dollars.

Moving airplanes equipped with skis require special considerations as skis tend to freeze down and become covered with snow and ice. Twisting the tail or pulling with a vehicle can cause extensive airframe or landing gear damage.

Survival equipment should be a part of any prudent pilot's equipment list as a forced landing, even one mile from a residence at -50°F wind chill, can be fatal.

Last but not least is the importance of a thorough weather briefing. Winter weather changes rapidly and winds can instantly reduce visibilities to near zero even when no clouds or significant weather had been forecast. And remember - to **always file that flight plan.**

FAA Plans Crackdown On Drinking Pilots

Under FAA proposed rules, the agency could suspend or revoke the certificates of pilots with two or more alcohol or drug-related motor vehicle convictions within the last three years. The proposal also provides for the automatic expiration of a medical certificate in the event of a single alcohol or drug-related driving offense. To apply for a new medical, a pilot must attend a drug-abuse treatment program. Furthermore, pilots must report recent alcohol or drug-related driving convictions to the FAA.

In the first six months of 1989 FAA officials identified, through FBI and state records, some 6,000 pilots nationally with drunken driving convictions. The agency intends to focus an investigation on about 1,000 convictions over the last five years to determine who failed to report such information on medical records.

Application for membership

NAME _____
Last First Middle Birth date Pilot ratings/total pilot hours

SPOUSE _____
Last First Middle Birth date Pilot ratings/total pilot hours

CHILD _____
Last First Middle Birth date Pilot ratings/total pilot hours

CHILD _____
Last First Middle Birth date Pilot ratings/total pilot hours

ADDRESS _____ OCCUPATION _____

TELEPHONE # _____

AIRCRAFT _____
Year Make Model N-number

LANDING STRIP _____
Length-direction/direction from town

SPONSORED BY _____
(If not sponsored by a member, then automatically sponsored by IFF)

IFF ANNUAL DUES: \$45 (U.S. funds)

Make checks payable to International Flying Farmers OR

VISA MasterCard Card # _____

Exp. date: _____ Signature: _____

MAIL TO: INTERNATIONAL FLYING FARMERS
P.O. Box 9124, Wichita, KS 67277
Phone: (316) 943-4234

International Flying Farmers

NDAAA UPDATE

Cynthia Schreiber-Beck

There is generally an upbeat attitude in the ag aviation industry across the state. 1989 could only be an improvement over the '88 spraying season, and it was. Now it is upward and onward into the decade of the 90's.

NDAA MEETING BRIEFS

A thanks to John Wakefield for hosting the Fall NDAAA meeting at Cooperstown, October 3 & 4, 1989. The following companies who continually support the association contributed for this event: Ostlund, Aviation Underwriting Specialists, Westchem, Mobay, DuPont, Rhone Poulenc, Hoechst Roussel, Sandoz, ICI, Sky Tractor Co., Ciba-Geigy, Monsanto, BASF, Pennwalt, Wilbur Ellis, and Rohm & Haas. Drs. Vern Hofman and Art Lamey, of the NDSU Extension Service, set up and manned the pattern testing, our helmets off to them.

Operators attending expressed their concerns about the drug testing regulations. The way the present ruling is written, ag sprayers must submit a plan by April of 1990. Compliance by agricultural aviators will be more than difficult. The National Agricultural Aviation Association is working on an exemption for Part 137 operations.

Roger Pfeiffer of the Aeronautics Commission spoke on the following items: the 1992 fuel tank requirements; loading pads; the decrease in the number of agricultural aircraft in the state; complaints, which were less; and Measure #1 on the December 5th ballot, which if passed the Aeronautics Commission would become part of the Dept. of Transportation. He also requested that agricultural operators report non registered ag aircraft operating in the state.

J.B. Lindquist, Air Dakota Flite, Hettinger, relayed that the defeat of the Master Environmental Applicators License (M.E.A.L.) in the legislature was due to growers. These growers were informed by out-of-state applicators that spraying costs would go up if the M.E.A.L. Plan came into being. He requested that the Association continue to study the proposed plan and, with the consensus of the membership, submit it at the next legislative session.

The following also presented information during the meeting:

- Jack Schmitz, Dept. of Agriculture - state inspections.
- Scott Anderson, Rhom & Haas - EBDC issue (maneb, mancozeb) brought about by the National Research Defense Council.
- Cynthia Schreiber-Beck, Tri-State Aviation, Inc. - new agricultural aviation education material available for teachers.
- Ron Deck, NAAA Director - update on the NAAA activities.
- Cameron Wischer, Vice-President - NDAC update.

The membership was encouraged to write local or state legislators to: inform them of the true story about the EBDC issue; express the difficulty with the present drug testing laws; and support the amendment which changes the present requirements (paperwork) to file for the 12¢ Federal Excise Tax Refund on aviation fuel used for agricultural purposes (write to Representative Byron Dorgan).

NAA Director Ron Deck of Sky Tractor Company, Hillsboro will attend the fall board meeting on October 12-14, 1989 in Jackson, Mississippi. As chairman of the Education/Publication Committee, there are numerous duties which demand his attention. Representing North Dakota on the Women of the NAAA committees are Barb Deck, Scholarship Committee chairperson and Cynthia Schreiber-Beck, Education Committee chairperson. The Women's facet has been very active in the last year promoting a new junior/senior high school curriculum guide on agricultural aviation. An elementary guide is currently being developed and should be available late this year.

The Annual National Agricultural Aviation Association Convention will be in New Orleans December 6-9, 1989. The change of scenery should draw some new attendees. North Dakota ag operators will be able to experience some warmer weather as well as benefit from the educational programs and displays.

FACT FINDING HEARING

The North Dakota Pesticide Control Board held a fact finding hearing October 3, 1989 at Jamestown, on what could be done to eliminate bee kills due to the aerial application of insecticides. Along with representation from the NDAAA and beekeepers, seed researchers, sunflower

growers, an entomologist and members of various agricultural organizations were present.

Other than in a few locations, most beekeepers reported they had a good working relationship with the aerial applicators. The aerial applicators felt they also communicated effectively with the beekeepers and expressed no major complaints. Others present impressed upon the board the necessity to treat the sunflowers with insecticides or the crop could be devastated. The results of the meeting were considered positive by the North Dakota Agricultural Aviation Association members who reported back to the general membership.

Bear In The Air Retires



Colonel Brian C. Berg announces that Lieutenant Erwin R. Kobs, stationed at Bismarck, retired from the North Dakota Highway Patrol July 9, 1989. Lieutenant Kobs joined the Patrol July 15, 1957, distinguishing himself and the North Dakota Highway Patrol by his outstanding record as an officer for almost thirty-two years.

Erwin Kobs attended the NDHP Recruit Academy at Camp Grafton in 1957; he was stationed at Fargo from 1957 - 1966; was promoted to sergeant in 1963; was assigned as Department Pilot and reassigned to Bismarck in 1966, where he served until his retirement; and was promoted to lieutenant in 1984. Lieutenant Kobs has over 13,000 flight hours patrolling North Dakota Highways.

ADDRESS CORRECTION REQUESTED

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