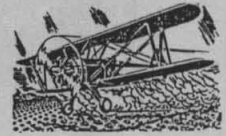


NORTH DAKOTA AVIATION QUARTERLY



Issue #11

NDAC

April, 1990

THANKS TO ALL WHO PARTICIPATED

*Bob Simmers, President
North Dakota Aviation Council*

What comes before spring? Yes, winter, but more predictably, the aviation symposium. Now that its over, spring is here. It was a busy convention highlighted by an education seminar, industry heavy-weights like Larry Burian and Bill Hamilton capped off with an interesting evening with the humorous Frank Kingston Smith. This is all fine and dandy, but the real fun of the convention was the time spent in hangar talk with fellow aviators. Sometimes as much or even more is learned from these sessions than that learned from all of the formal and prepared presentations. Certainly all contribute to a healthy and stimulating convention. Whatever the case, it takes a real team to put it all together. This past year there was a real team behind the scenes. The members and committees of the North Dakota Aviation Council worked independently hard to bring their ideas to you, the flying public. Throughout the year you see these people and just take for granted that they will be

there to perform another year, and they probably will. The next time you see one of these people who work for this common goal, take a minute to say thanks, and also take a minute to tell them what you liked or what you disliked about the convention.

I would like to take a minute to thank all who participated in this years convention. Without your attendance, there would be no cause for this event. Also, Thank You to all who worked so hard to make this convention possible.

I would invite all of you to send someone on the council a critique of the convention. Tell us what we did right, and what we did wrong. Give us some direction where to go next year. Our goal is to put together a convention that satisfied your needs. Your comments will be greatly appreciated and will be of great assistance in planning for the future. Have a good flying summer, and we hope to see you all at next years convention.

NEW BOARD COMES TOGETHER

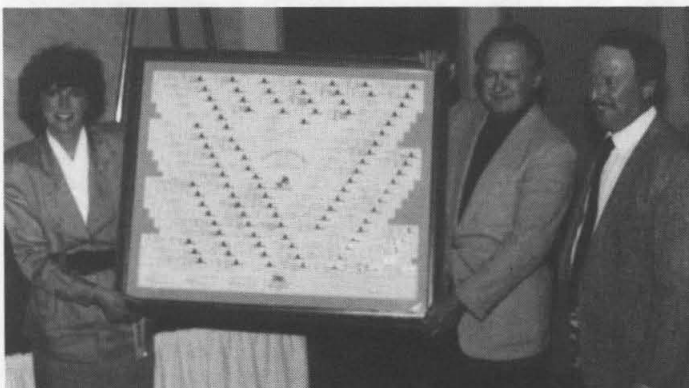
During the convention member organizations met and elected new representatives to the council. These new members are as follows:

Darrel Lewis NDPA
Dan Kasowski NDPAMA
Marlin Haberstroh NDAAA
Dave Miller AAND
Jim Lawler AAND

At a recent Council meeting, the election of officers for the upcoming year was held. The new slate is:

Bob Simmers Chairman
Jim McLeish Vice Chairman
Roger Pfeiffer Secretary
Helen Walkinshaw Treasurer

We wish to thank those who have departed from the council for your time and dedication in the past.



Wayne Metcalf (right), winner of the cachet of envelopes from the Centennial Air Mail Flight presented by Helen Walkinshaw (left) and Vince Buraas (center).



311 students in attendance at Aviation Careers Day at the Symposium.



Norma Hellmann and Gwen Vasenden offer information and aviation friendship at the N.D. Chapter of 99's booth at the Symposium.

Calendar of Events

April 21 North Dakota Chapter 99's Meeting
Spearfish, SD Airport
Joint Sectional Planning Meeting with Montana and Wyoming Chapters

June 15-17 United States Pilots Association Annual Meeting and Fly In - Denver, CO
Contact Donald Vander Ploeg
2201 S. Holly, #6
Denver, CO 80222
Office: 303-753-1480
Home: 303-757-1310

ND FLYING FARMERS

Bill Stramer, NDFF

Flying Farmers have fun!! Since the Aviation Symposium we have had a fly-in at the Judges Chambers at Napoleon, North Dakota. Almost forty people turned out to share comraderie. This time we dined out. Usually we potluck and gather at homes of members who have airstrips. We come from all areas of the state. All of us have families, we farm, and we fly.

For more information on how to join the ND Flying Farmers and our up and coming fly-ins and activities, contact at (701) 782-6225 or R.R. 1, Box 76, Hazelton, ND 58544.



NORTH DAKOTA 99'S UPDATE

Dianne Herr, Secretary
ND 99's

We hope everyone who attended the 1990 Upper Midwest Aviation Symposium at Bismarck enjoyed it as much as those of us from the N.D. Chapter of 99's. We planned our monthly meeting to coincide with the symposium so our members could attend the planned events. It definitely was an event worth attending.

Our organization once again sponsored an informational booth. We enjoyed visiting with everyone and meeting new pilots and friends. We also thank those of you who supported our fund-raising activities. This year's winners of the Gas Raffle were Vern Kramer of Deadwood, S.D. and Linda Hugelen of Dickinson.

Our membership is active throughout the state; promoting general aviation and aviation safety and education. We encourage any lady pilot (active or inactive) or student-pilot to attend our meetings on the 3rd Saturday of each month. Our April 21st meeting will be at the Spearfish, SD Airport. If you would like to attend our meetings as a guest, please contact Lorraine Boehler, 409 N. 22nd St., Bismarck, ND 58575 - telephone 701-223-8054.

We guarantee you'll enjoy our informal but dedicated aviation orientated organization just for the "Lady Pilots" of the area. Don't let another summer go by without the companionship of other lady pilots!!

PAMA NEWSBRIEFS

Dwight Pladson, President
ND PAMA

Winter has come and gone, wonder when I'm going to get around to all those cold winter day projects. April is here and you need to get to town for the parts to fix that farm equipment. It's a beautiful day, so why not fire up the plane and blow the dust off on the way to town? After all that's why you own an aircraft!

I hope you can take the time to look the ship over well. So far this spring I've seen a cub with 15 bushels of oats in the left wing (owner figured it needed a little rigging) mice had borrowed the oats for a long winter I guess. Another incident was a paper air filter a mouse had chewed up real well and packed into the venturi of a 250 comanchee.

Please preflight your aircraft well this spring. Let's put the FAA out of the business of protecting us before they put us out of aviation. Protect yourself, preflight, check the weather, KNOW BEFORE YOU GO!

Enough soap box. The P.A.M.A. board would like to express our thanks to all of you that supported our RENO air race trip raffle. The winners were Paul Smith GFK and Jay Flowers BIS. A guest of their choice will also accompany each of them. Choose wisely guys.

Thank you to Russ Braddock for the job well done as president, I will try to continue the performance. I'm planning for next year already.

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Editor/Publisher: Greg Haug

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P.O. Box 1306
Williston, ND 58802

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Gary R. Ness, Director
ND Aeronautics Commission

FROM THE DIRECTOR'S CHAIR

The symposium has come and gone, but education will continue. The Council's "Aviation Career Day" can be considered a success. 311 students and 38 educators from 47 different communities from throughout the state attended. Bismarck high schools were represented by 42 students, New Rockford - 24, Devils Lake - 18, Park River - 18, Selfridge - 17, Scranton - 16, and a bright eyed contingency from several communities in Walsh and Pembina counties were represented by 18 students.

What does this tell our aviation community and the educational people in the state? Aviation means something to the young people. After Bob Palmby and John Odegard finished their presentation about what aviation has to offer and what the future is, who could deny that the place to look is to the skies. I'm preaching to the choir again. However, the aviation community now has the opportunity to capitalize on what the Council started. You, as individual industry people, have a large door to use to promote and enhance aviation in the eyes of the educational institutions.

No event, including the basketball tournaments, can bring together as many young people, from as many communities throughout the state. Your industry created that interest in the "Career Day". Take advantage of the chance you have, go talk to your principals, school board members and classroom teachers. Talk about aviation and its benefits. The job opportunities range from ticket clerk, mechanic, airport management to pilot.

You don't have to be a polished public speaker, because you are talking about your vocation and life long love. You are communicating an opinion on a subject matter that you know. (Heaven knows alot of opinions were voiced during the Symposium). Now, sell the sizzle of aviation.

Special thanks to The Airport Association of North Dakota, The University of North Dakota/Aerospace Foundation and the Council for the sponsorship of the event. The two presentors, John Odegard and Bob Palmby, performed an expert job

in detailing aviation with today's opportunities and a special future look. Their efforts were well received by the students.

The March 6th event truly gave us a "New Horizon".



Weathermation Demonstration at Devils Lake by Roger L. Pfeiffer, Assistant Director, Aeronautics Commission.

WEATHERMATION UPDATE

Mark J. Holzer, Aviation Planner, ND Aeronautics Commission

The aviation weather, flight planning and filing computer station useage has gone beyond our expectations (being two months old). The following chart provides a summary of the ND eight locations log:

MARCH 1990 ANALYSIS

LOCATION	SA	RADAR	FLY	FILE	HELP	MODEM	CITY	TOTAL
BISMARCK	2653	615	450	77	921	818		5534
DEVILS LAKE	691	188	40	18	275	211		1423
DICKINSON	2035	259	104	23	230	124		2775
FARGO	2034	705	309	55	1019	441		4563
GRAND FORKS	* — —	—	—	—	—	—	—	* INFORMATION NOT AVAILABLE — — — *
JAMESTOWN	2628	505	83	22	193	137		3568
MINOT	2174	468	250	29	713	484		4118
WILLISTON	888	153	151	30	168	93		1483

SA - Surface Observations

RADAR - Radar Summaries

FLY - Flight Planning

FILE - Flight Filing

HELP - Requests for Help menu

MODEM - Owners of PC's with modems accessing weathermation

If you own a computer, read on. If you don't own one, read this anyway. You may get curious and go out and buy one. Phone numbers for computer modem callers are:

BIS - 221-6887

DVL - 662-6321

DIK - 225-9848

FAR - 232-7922

GFK - 746-0201

JMS - 252-3118

MOT - 838-4636

ISN - 572-0120

A modem call will allow you to access the aviation weather alpha-numeric information. However, for weather maps, radar graphics and flight planning, a software purchase is required from your local FBO if available or PanAm at 1-800-367-6602. Confirm hardware requirements prior to purchasing for compatability with your system. Problems do occur in that some people are getting on and staying on longer than they should. Get what you need by all means, then get off. Do it quickly since a 12-minute log timer is installed.

The Aeronautics Commission appreciates your patience and courtesy. We thank the airport management for providing the phone line, printer paper, electricity, etc.

BUSH AND SKINNER: USER ABUSERS

William A. Hamilton, Ph.D., National Syndicated Columnist

Department of Transportation Secretary Sam Skinner's new national transportation plan suggests, yet another, form of abuse: user abuse.

Evidently, President Bush and Secretary Skinner have decided aviation does not benefit the general public and that those who are direct users and direct providers of aviation services must be beaten to a pulp with new taxes.

In general, Americans are a fairminded lot who believe those who use or benefit from a product or service should have to pay for it. Unfortunately, the Bush-Skinner approach to aviation gives a free ride to many who benefit from aviation while imposing whopping tax penalties on those who are trying to provide aviation services to all Americans.

Bush and Skinner fail to understand it is virtually impossible to find a single soul in the United States who does not benefit, directly or indirectly, from aviation.

The wheat farmer whose Combine breaks in the middle of harvest depends on general aviation to wing his parts into his fields.

The rancher who needs an emergency visit from his veterinarian to save a cow or maybe even his entire herd, relies on general aviation. Without airborne emergency medical evacuation flights, the mortality rate among farmers and ranchers and their families would be forbidding.

Without aerial applicators, what we eat would be more expensive, less plentiful. Moreover, little of it would arrive on our shelves blemish and insect free.

As Jack Kemp said so often when he was running for President: "If you want more of something, subsidize it. If you want less of something, tax it."

President Bush and Transportation Secretary Skinner say they want more and better transportation; however, their actions, as outlined in the new national transportation plan, indicate otherwise.

The imposition of more tax burdens upon the providers of aviation services, the air carriers and general aviation, just means the general public will receive less, not more, aviation services.

When one segment of the public gets a free ride at the expense of another segment of the public, no one benefits. In fact, both segments lose. The over tax-burdened service providers either go out of business or provide less service. The under-taxed recipients soon find less service available and the remaining services more expensive.

A nation that can be crossed in just over one hour by air needs a federal, not a state and local aviation system. True, the people served by aviation live in our cities and on our farms and ranches, but the only way to create, manage and fund such a time and distance shrinking asset is at the federal level.

Moreover, President Bush seems to be paying "only-read-my lips-service" to the notion of spending the monies in the Federal Aviation Trust Fund for their intended purposes. Currently, over 13 billion dollars in taxes paid by direct users of aviation: air line passengers, owners of corporate and private aircraft, and other providers of aviation services, are just sitting

in the Aviation Trust Fund.

Congress created the fund in 1970 to build new airports and to make existing airports safer. Despite the enormous growth of demand for aviation services in the 1980s, Presidents Reagan and Bush and the Congress have used the Aviation Trust Fund to make the budget deficit appear smaller.

Why have money locked up in trust funds if it isn't to be used for its intended purposes? If the federal government won't use it, give it back.

Cancel that thought. Under the twisted logic of the Bush-Skinner plan, the trust fund money wouldn't go to the people who paid it in, but to some foreign country with no airports or roads.

Hopefully, the Congress will come out against "user abuse" and tell the President to: "read its lips."

ANTI-DRUG PROGRAM FOR PERSONNEL ENGAGED IN SPECIFIED AVIATION ACTIVITIES

Roger Pfeiffer, Asst. Director, ND Aeronautics Commission

AGENCY: FEDERAL AVIATION ADMINISTRATION (FAA), DOT

ACTION: Final Rule: Extension of compliance date.

SUMMARY: This announces an extension of the compliance date under the aviation industry drug testing rule for the submission of anti-drug programs by operators who are not required to hold an air carrier operating certificate or an air taxi/commercial operator operating certificate. Under this final rule, these operators will have **an additional year to submit an anti-drug program to the FAA** for approval. This rulemaking action is necessary to facilitate implementation of the final rule issued on November 14, 1988, that established drug testing requirements in aviation. It is intended to provide the FAA with sufficient time to conduct an orderly review of the scope of the final anti-drug rule by extending the otherwise imminent compliance deadline for these operators.

EFFECTIVE DATE: THIS FINAL RULE IS EFFECTIVE ON MARCH 22, 1990.

For further information contact:

Ms. Heidi Mayer, Office of Aviation Medicine,
Drug Abatement Branch (AAM-220), Federal
Aviation Administration, 800 Independence Ave. SW
Washington, D.C. 20591 Tel: (202) 267-3413.

Supplementary Information: Additionally, since the final rule was promulgated, the FAA has received several petitions for exemption from the requirements of the anti-drug rule submitted by, or on behalf of, operators as defined under Part 135.1(c). **To date, no exemptions have been granted** since the petitioners have not demonstrated that they were uniquely burdened by the rule.

SPRAYERS: As to the information I have received, this rule only gives you a one year extension. You will want to follow up with your exemption now, this year, with the NAAA. The rule now states you must have a plan submitted to FAA by April 10, 1991 and start testing in August of 1991.

COUNTERFEIT PARTS REPORT

Wesley K. King
Aviation Safety Inspector (Airworthiness)
Fargo, FAA-FSDO

Unqualified control cable/wire ropes have recently been offered at MIL-W-833420D cable by a distributor, Samco Sales Inc., of Houston, Texas at a much reduced price. The MIL-W-83420D specification covers the requirements for steel control cable used in aircraft flight controls and other systems.

All control cable purchased according to MIL specifications must be verified as authentic. It must meet the following criteria:

- a. Be manufactured by qualified product list sources.
- b. Contain the proper color-coded marker strands internally in the wire.
- c. Have identification certificates.

The Aircraft Control Cable Group has determined and reported that counterfeit cable is possibly being sold to the military complex and also the commercial aircraft industry.

Operators should review all present stock, and that being purchased, in order to eliminate the present or future use of unqualified aircraft control cable on aircraft.

From The AFSS Manager

Bob Fishman
FAA Air Traffic Manager

I recently came upon two quotes that I feel are appropriate for this time of year: "April hath put a spirit of youth in everything" (William Shakespeare) and another, but obviously not one of Bill's, "If people concentrated on the really important things in life, there'd be a shortage of fishing poles."

Recent hints of spring have put a new bounce in the employees here at the North Dakota AFSS. Thoughts of sunrise flights, planting the garden, softball, golf, and my favorite—fishing, have intruded into our daily thoughts. However, hopes of an early spring were drop-kicked out the window when the latest, but much needed, March snowstorm blanketed most of North Dakota. I'm sure we weren't the only family to find out that we had put away the snow shovel prematurely.

The North Dakota Aviation Council and associated organizations once again put together a tremendous gathering of aviation enthusiasts at this year's Upper Midwest Aviation Symposium. This is my third year attending this outstanding event as a guest speaker, and I am anxiously awaiting the 1991 event. It was also great

to have this opportunity to renew some old friendships and make some new. The "Open Forum" with the Great Lakes FAA panel was especially stimulating. It provided me with suggestions and ideas on how we might be able to improve and better serve the North Dakota aviation community. During the "Open Forum" when the subject came to Airport Security, Mr. Al Pietsch of Minot, a distinguished aviator who is at the very foundation of North Dakota aviation, made a particularly poignant statement that moved me, and I'm certain many others, too. He said, "When we fence in the airports, let's not forget to leave a small hole so that the kids will be able to see the airplanes and dream of one day being able to soar themselves." With that short, simple statement, Mr. Pietsch cut right to the heart of where aviation begins. It is of the utmost importance to the future of General Aviation to give our young people the same opportunities to have those very dreams that we ourselves had as children. Although our level of traffic at the AFSS has increased by twenty-eight percent, the number of pilots in North Dakota has decreased by roughly fifteen percent, further emphasizing why we must get today's youth involved. I will do my best to afford these young people the opportunity to experience aviation. I presently am working towards establishing a program that will give our North Dakota youth just that very chance to spend time with our FAA family and have an opportunity to shadow us. Thank you, Mr. Pietsch, for bringing our thoughts out of the "technical" and back down to the "grassroots" of what aviation must be.

One important item that needs to be addressed immediately is a printing error that appeared in our most recent Letter to Airmen, 90-1. If you dialed 1-800-WX-BRIEF to contact us, you would have gotten through without a problem; but if you dialed the number in parenthesis adjacent to it, well . . . Please make a note that the correct number is 1-800-992-7433.

We were pleased at the excellent turnout for our most recent "Operation Takeoff" aviation seminar given here at the AFSS. February's subject was "Mountain Flying." These seminars are given quarterly and usually include a short film or video, an explanation of the services offered through your North Dakota AFSS, and a tour of the facility. We welcome and encourage your attendance at these safety-related sessions. The next "Operation Takeoff" is tentatively scheduled for Wednesday, May 16, 1990, at 7:00 p.m.

As a reminder to those of you flying in the southwest portion of our state, there is a Remote Communications Outlet (RCO) located in Bowman, Simplex Fre-
*Cont. Next Page



North Dakota AFSS Receives Top FAA Quality Management Award

Bob Fishman, Air Traffic Manager
Grand Forks AFSS

The North Dakota AFSS recently became the sole recipient of the FAA's prestigious "Quality Management Award." This award recognizes an organization throughout the FAA world for Superior Management and Productivity. Competition was open to all types of FAA offices, services, centers, regions, field offices and facilities worldwide.

The following letter from the FAA Administrator was received by Bob Fishman, Air Traffic Manager, North Dakota AFSS:

I want to commend you and the personnel of the Grand Forks AFSS for your demonstrated excellence in the area of quality management. I am pleased to award you the first annual FAA Quality Management Award.

The 28 percent productivity gains in total flight services and the number of suggestions made by the staff to improve operational productivity are impressive. Customer satisfaction is a primary consideration in modern-day management. Your efforts to ensure a "user-oriented" concept is certainly noteworthy, and the weekly user telephone survey appears to be paying big dividends. While management commitment is essential to increasing productivity, you have certainly proven that employee involvement does pay off.

The award, which will be publicized throughout the FAA, should encourage other organizations to take steps toward improving the productivity of their own operations. An award ceremony, for the presentation of the plaque, will be arranged in the near future. Certificates are being prepared for all employees who worked at the Grand Forks AFSS during the FY 1989 award period.

Congratulations!

James B. Busey

Pilots.....Get Involved!

*Rick Mercil, President
North Dakota Pilots Association*

The Aviation Symposium was a "shot in the arm" for the North Dakota Pilots Association. The past few years the Pilots Association had been troubled with a lack of involvement at all levels. This all changed at the 1990 Aviation Symposium. Here's what took place; The Executive Director of the United States Pilots Association-Arnold Zimmerman along with Len Troeller of the Missouri Pilots Association (a state group of 2000 pilots strong) attended, and spoke at the General session. The message they brought with them . . . "North Dakota Pilots get involved!!!"

Tuesday the association had their annual meeting and with the theme of the symposium (New Horizons) the Pilot group set out to elect officers. The elections were a success.

Jack Elliott, a businessman from Drayton, ND brings 15 years as a successful Aerial Applicator and a tremendous amount of enthusiasm. Jack was elected Vice President.

Y e s ...

I am interested in becoming a member of the North Dakota Pilots Association.

Name

Street

City

State

Zip

Phone

Employer

Dues

- Active \$10
- Associate \$ 5
- Supporting \$ 5

(Note: Students pay only \$5 for membership)

**Make checks payable to
North Dakota Pilots Association**

*Please clip and mail this form with
membership dues to:*

**STU BOHN
R.R. #2 BOX 3
LARK, ND 58535**

Darrell Lewis, from Bismarck, is an accomplished helicopter pilot for Executive Air Taxi. His obvious energy and focus towards the NDPA brings great confidence to the organization. Darrell was elected as a Council Representative.

Helen Walkinshaw, from Fargo, is a self employed pilot with a super record of dedication to the aviation industry in North Dakota. Helen was elected for a second term as a Council Representative.

Stu Bohn, is a retired teacher who returned to North Dakota from California. "There's not a better place to fly around" says Stu. Stu hails from Lark, ND and is serving as Secretary.

Morris Tingstad from West Fargo flies his own Mooney and brings a bit of spice to the organization. Morris is taking care of the financial aspects of the Association.

The objective set forth this year is simple...Organize!!!

Four meetings will take place throughout the state this year, the first one is scheduled for May 5th at 11:00 a.m. The location will be the West Fargo airport and all NDPA members are welcome. The agenda includes reviewing current by-laws as well as reports from the Secretary, Treasurer, Council Reps and President. Future meeting sites will be discussed along with ideas concerning the formation of Chapter Groups: (ie) local flying clubs getting involved in the NDPA at their community level.

All indications for the year of the NEW HORIZONS show the NDPA coming up shining brighter than ever, however, only with the support of every pilot in the state will the group be able to survive. Dedication, commitment, and focus will be the motto of the NDPA...so to show your support, send the Application that is printed in the Quarterly along with only 10.00 dollars to the address listed. You, the North Dakota pilot, can make a difference!

AFSS Cont.

quency 122.4. Give us a call; we'll update your weather information, aeronautical data, VFR Position Report, or thank you for those much-needed pilot reports.

Let's talk about filing flight plans. Yes, we all know and understand the importance of filing them. What I would like to bring up is not lost aircraft, but lost flight plans. It was brought to my attention (thirty times last month) that some of your flight plans have not been in the system when you requested activation or

requested your IFR clearance. Let me assure you that we have had several discussions with the commercial vendors having these problems and have done lots of research to help them. Most new systems experience glitches, but they may be close to solving the problem. For now, please remember that if you're able to reach a pilot weather briefer in less than 20 seconds (95% of the time), you can just go ahead and file the flight plan with your North Dakota AFSS.

In conclusion, we would like to extend our best wishes to two recent retirees from the AFSS. Vern Ziebart, formally of the Dickinson FSS, is now building a home in Rapid City, SD. Bob Schnell, who has been here in Grand Forks forever, retired after 33 years of service, and still resides in the Grand Forks area.

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

AIR BASE SPEAKERS AVAILABLE

MINOT AIR FORCE BASE — Minot Air Force Base has a vibrant Speakers Bureau which consists of numerous qualified military public speakers more than willing to present the topic of an organizations choosing during its meetings or special events.

The MAFBSB is committed to providing speakers to the community within a 160 mile radius of the base.

Our speakers range from those most senior in leadership, who have expertise and experience in a wide range of areas, to some of our most outstanding enlisted members who are eager to speak on a wide variety of subjects.

Among the many speakers the MAFBSB provides, you will also find people qualified to speak on defense topics ranging from astronautics to zeppelins. Other examples include the many pilots, navigators, and missileers who frequently explain their duties to civic organizations, school children, and interested church groups.

Any time an organization would like a good speaker for an event, all they need to do is call the MAFB Public Affairs Office well in advance of their event at 701-723-6213 and someone will be glad to help them.

Airport Association News

Erling O. Rolfson, President
AAND

AAND had an outstanding Convention in Bismarck again this year and I want to thank everyone in AAND that was part of our success. Our slate of new officers are as follows:

- President Erling Rolfson
947-5047
- Vice-President Greg Haug
774-8594
- Sec./Treas. David Miller
222-6502
- District #1 Mike Ryan
857-4724
- District #2 Curt Aaland
228-5265
- District #3 John Wakefield
797-3612
- District #4 Randy Rotenberger
678-2689
- District #5 Jim Lawler
663-0669

Those of you that missed the convention this year please put it in your plans for next year. The speakers we had this year covered all areas of how to run an airport effectively large or small. We have informative speakers with current information and discuss what we in aviation can expect in the future. It is a good way to keep abreast with what is going on in aviation and airport management.

Don Johnson from UND gave a presentation on hiring of aviation students to work at your airport during the summer. There is a possibility that you can receive funds to help pay the cost for this program. His number is 777-4105.

I wish all of you airport managers and members of the commissions would make a special attempt this year to take pride in your airports. It takes a little extra effort to make your airport sparkle. It reflects on your community and North Dakota. When vacationers come to visit our States especially in airplanes make sure you have your ready rooms looking nice and clean.

We all received the reports on the status of asphalt. If you have any questions regarding it contact the Aeronautics Commission. These reports are for your future planning so start planning today for funds you will need in the future.

We have elected alot of new District Representatives. They are your points of contact in your area of the State. Please make an attempt to get to know these individuals. They represent you at our Board Meetings. If you have any questions about AAND and want to talk to me directly my number is 1-800-532-8628 during working hours and call anytime. Thank you for making aviation great in North Dakota.

AIRPORT OF THE YEAR AWARDS

PRESENTED BY ERLING ROLFSON, PRESIDENT AAND



Turtle Lake Airport Authority

"TURF CLASS"

Jon Seeger (left), Sec./Treas., and Ray Herr (center), Chairman, accepting the award

Minot Int'l. Airport

"COMMERCIAL CLASS"

Mike Ryan (left), Airport Manager, accepts the award.



Adams County Airport Authority (Hettinger)

"ASPHALT CLASS"

LaVerne Stippich (left), Chairman, accepting the award.



State Airport Construction Grant Deadline

Mark J. Holzer, Aviation Planner
ND Aeronautics Commission

The Aeronautics Commission's 50% matching grant airport maintenance and improvement program applications are due by the May 25th deadline. We hope to schedule the airport grant meeting for late May/early June for some 90 Secondary Airports in the System. Grant re-

quests are then prioritized with preference toward matching federal grants, maintenance and safety projects with expansion secondary.

The recently released "preliminary" Pavement Management Report shall be corrected and finalized for this meeting as a planning tool. In early March, some 63 general aviation airports received the reports for comments and providing directives to the commission on scheduling their capital improvements at their airport for the next 12 year period.

Along with the grant program, our office will be conducting the airport inspections for some 70 airports in 1990. If your airport has a project that requires our field inspection prior to the May 25th deadline, please contact our office over the next 2 months for an Airport Authority grant review meeting. We look forward to a very "constructive" season as the airport management in our state tries to preserve the airport's infrastructure. Contact our office for a grant application at 701-224-2748.

NDAAA UPDATE

Cynthia Schreiber-Beck, NDAAA

Elected:

The NDAAA is proud to announce the 1990 Officers:

President Cameron Wischer, Grandin
Vice-President & Council Rep. Randy Lahren, Kindred
Secretary/Treasurer Gerald S. Beck, Wahpeton
SW Director & Lobbyist J.B. Lindquist, Hettinger
NW Director Kent Taylor, Watford City
SE Director & Council Rep. Marlin Haberstroh, Lisbon
NE Director Jack Elliott, Drayton
FAA Liaison & Alternate Lobbyist Lynn Larson, Fargo

Please feel free to contact any of the above with questions or concerns.

Membership:

The present membership of the NDAAA includes 96 operators, 19 pilots and 3 allied industry companies. If you desire to pay your 1990 dues, send \$35.00 for operator/allied or \$10.00 for pilot/out-of-state membership to NDAAA Secretary/Treasurer, P.O. Box 843, Wahpeton, ND 58074. The association needs your support.

Concerns:

Through the efforts of the NAAA, the ag aviation industry was among those who received an extension on complying with the FAA Anti-Drug Law. Only a battle was won, the war isn't over yet and all operators should continue to express their views to their congressmen in order to obtain an exemption from this ruling. Don't drop the ball now, run with it!

Warren Walkinshaw and J.B. Lindquist were able to attend the symposium on "Environmental Contaminants & Their Effects on Biota of the Northern Great Plains" sponsored by the ND Chapter of the Wildlife Society on March 20-22 in Bismarck. Presentations of concern included 'Occurrence of Poisoning of Wild Birds by Pesticides in Saskatchewan', 'Agricultural Chemicals and Ground Water Contamination', 'Spray Deposit in the Wetland Emergent Zone Following an Aerial Application of Ethyl Parathion to Sunflowers in North Dakota' and 'Effects of Aerial Application of 2, 4-D, Fenvalerate and Ethyl and Methyl Parathion on Waterfowl Inhabiting Prairie Pothole Wetland'. Further information about this will follow in an NDAAA briefing.

The March 29, 1990 meeting in Fargo to discuss the proposed Department of Agriculture rule changes was attended by approximately 30 people. Rick Hoistad was in attendance and reported that changes in the posting regulations will be considered by the Department.

All ag operators who apply chemicals to right-of-ways need a license to do so. The materials for study are available through the county extension offices as well as the test. It is to your benefit that you obtain this license.

NCASE:

The National Agricultural Aviation Association was represented at the National Congress on Aviation & Space Education (NCASE) in Reno, NV, March 21-24, 1990 by Ruthanne Koch (CO), Wayne & Karen Handley (CA), Lou Stokes (AR) and Cynthia Schreiber-Beck (ND). Co-sponsored by the National Aeronautics & Space Administration, the Federal Aviation Administration and the Civil Air Patrol, the National Congress is a vehicle to promote an understanding of aerospace topics throughout the nation which motivates the participants to inform the public about the impact of aviation and space flight on most aspects of our society. Over 1200 were in attendance at the National Congress and approximately 525 agricultural aviation curriculum guides were distributed as well as 1,000 Idaho apples.

NORTH DAKOTA AERONAUTICAL CHART

The 1989-1990 Centennial State Aeronautical Chart has been completed and is available for distribution. If you haven't picked up your copy at the Aeronautics Commission office, you may obtain a copy by mailing 2-25 cent stamps to the Aeronautics Commission, Box 5020, Bismarck, ND 58502 and a copy will be mailed to your attention.

1990 AERIAL SPRAY PACKAGES MAILED OUT

The Aeronautics Commission has mailed out the 1990 application for aerial spraying to all operators that were licensed last year.

To speed up the processing of your license, be sure to check out your pilots for current airman registrations. The "L" series is still valid this year. If you are hiring a new pilot, check to see if he has an "L" series. If not, please call our office for the application form. Another item to check is that your aircraft has a 1990 registration. A blank application was enclosed with your packet only to be used for a new aircraft that you may have purchased for this season. If you have any questions regarding your spray application, please call our office at 224-2748. 50% of the aerial spraying fees are distributed back to your county for airport improvements and 50% goes back to the State General Fund.

Have a safe and successful spray season as the "rains in the plains help spray profits for airplanes".



Auctioneers selling items at the Casino Night Auction during the Symposium.

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