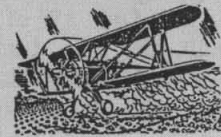


NORTH DAKOTA AVIATION QUARTERLY



Issue #1

NDAC

January, 1990



*Frank Kingston Smith, Aviation Ambassador,
Piper Aircraft Corporation*

CONVENTION HEADLINES HEAVYWEIGHTS NATA'S BURIAN and AOPA'S HAMILTON To Address General Assembly FRANK KINGSTON SMITH Of PIPER AIRCRAFT To Address Convention Banquet

*Bob Simmers, Chairman
ND Aviation Council*

This year's convention is TOP HEAVY. Monday's convention goes will have a chance to corner the FAA in a 2 hour session with representatives of the Great Lakes Regional Office. The better part of Tuesday will be devoted to the new drug testing policies as well as to ag applicator and mechanic recertification.

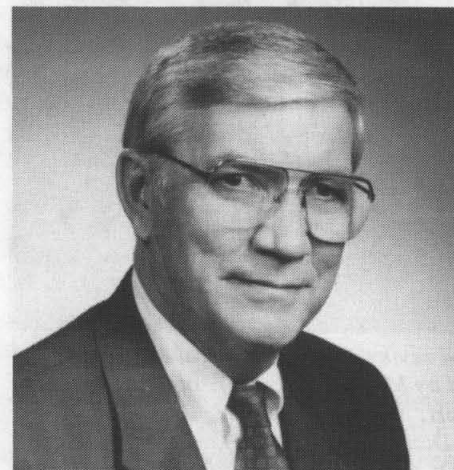
Wednesday afternoon promises to be very informative as the topic to be discussed will be New Horizons. We have asked two very distinguished leaders in aviation to prep us on what we can look forward to in the next decade of aviation in

North Dakota. Mr. Larry Burian of NATA is versed in the direction that professional aviation needs to turn. Mr. Burian and NATA represent FBO's and air taxi operators in legislative and legal affairs. Mr. Bill Hamilton is the Central Region Representative for AOPA. Mr. Hamilton is a resident of this region and is very much in touch with general aviation in the Midwest. He will shed new light on the direction that aviation needs to turn, not only to survive, but to prosper in the 90's.

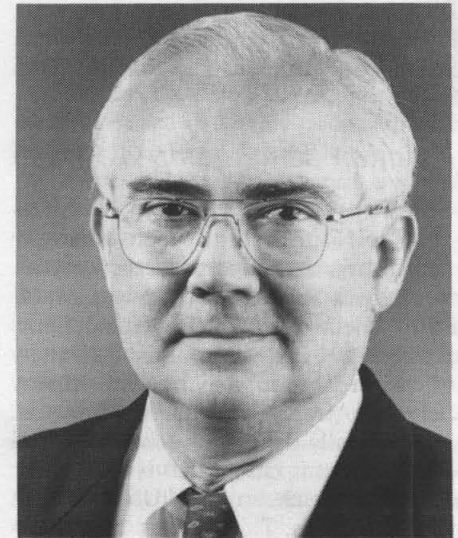
In securing the services of these two distinguished individuals, we hope to present to the aviation public an optimistic and realistic look into the "NEW HORIZONS".

Wednesday evening promises to be on aviation's lighter side as you will be treated to a special evening with Piper Aircraft's Aviation Education and Public Relations Director, Frank Kingston Smith. Mr. Smith is a young and energetic aviation humorist with plenty of aviation background and experiences to draw from.

The schedule is packed with something for everyone, so plan on coming early and staying right through the banquet. This convention is the keyhole to a successful future, don't miss a minute of it!



Larry Burian, President, NATA



*Bill Hamilton, Central Region
Representative, AOPA*

Congressman Dorgan Explains Vote

In a telephone interview with Lobbyist Jack Daniels, Congressman Byron Dorgan discussed his reasons for his vote to move nearly one billion dollars from the airports and airways trust fund into the Federal General Fund.

An agreement was made some time ago, during the debate on reenacting the airports program, between various committees of the Congress and the Administration, wherein a portion of the FAA operations and maintenance funding would come from the trust fund and the balance would be funded from the General Fund.

Since reaching that agreement and the year 1989, more and more general fund money has been used in the O & M Funding of the FAA, thus not meeting the agreed upon ratio of general fund and trust fund money appropriations.

The reason for this was to keep more money in the trust fund which is used to make a better presentation in the balancing of the budget. *(Con't on next page)*

99 NEWS

Dianne Herr



The October flight and meeting of the ND Chapter of 99's was held in Dickinson. Their guest was Scranton aviator, Ted Dilse, Jr. Mr. Dilse is the current owner of the original prototype Monocoupe 90-A built in 1934. Only 350 of these aircraft were built, the last about 1950. The significance of this aircraft to the 99's is that the X-11735 was flown by female aviator Amelia Earhart on a lecture tour in July, 1934, comparing the 90-A handling characteristics to those of her record-breaking Lockheed Vega. The 99's were thrilled to exchange hanger talk with Mr. Dilse and view an aircraft flown by Amelia Earhart, the first president of their international organization, The Ninety-Nines, Inc.

Aviation Scholarship Awarded

Dianne Herr

The North Dakota Ninety-Nines are very supportive of aerospace education. Recently, a \$200 scholarship was awarded to Sheila Lockwood a Grand Forks resident. She is a Senior at the University of North Dakota majoring in Airway Science: Aircraft Systems Management. She currently has a private, commercial and instrument ratings and is a CFI. She also is a member of the UND Student Chapter of 99's. This is an annual scholarship that the state chapter of 99's sponsors at the University of North Dakota for a lady pilot as support for her career in the world of aviation.

DORGAN (Con't. from front page)

The action taken by the Congress in bringing this issue to the floor of the House and a vote of the House members, was designed to let the administration as well as industry know that it would not be allowed to continue without some action being taken on the trust fund taxing structure. The message was received loud and clear with the appropriate action being taken to fix this problem.

Failure to spend the money in the trust fund for the purpose it was intended at a level acceptable to the Congress would have forced the trigger tax issue to be imposed. Neither the Congress nor the Executive Branch of our government wanted to see the trigger tax take affect.

Congressman Dorgan, as well as those voting for this legislation, did not intend to rape the trust fund. They simply wanted to let those in a position of authority know that the original agreement was to be honored.

"Congressman Dorgan is now and will continue to be a "friend" of aviation in North Dakota, according to Daniels.

If any of the members of the aviation community in our state are still uncertain of the whys and what fors on this issue or any issue facing the congressman, write him, call him or in some form "communicate".

If, after you have all the straight dope, you still disagree with his position and can not change his mind, do what you must. In the mean time be very careful what you say. We need all the help we can get to keep things going our way in Washington, according to Daniels.

Calendar of Events

- Feb. 6-8 South Dakota Aviation Association Convention
Rapid City
- Feb. 17 ND 99's - Grand Forks
Contact Gwen Vasenden
218-945-6828
- Mar. 6 ND 99's - Bismarck
Lady pilots attending the Symposium are invited to the Dinner Meeting
Contact Lorraine Boehler - 223-8054
- Mar. 8-10 Minnesota Agricultural Aviation Association Convention
- Mar. 8-10 National Agricultural Aviation Association Board Meeting in Washington, D.C.
- Mar. 14-15 Sugarbeet Institute in Crookston, MN
- Mar. 22-24 National Congress on Aviation and Space Education in Reno, NV
- Mar. 23-25 United States Pilots Association Winter Meeting and Fly In - Dallas, TX
Contact Dr. Gene Morris
2316 Crestwood Place
Denton, TX 76201-2120
Office: 817-382-6590
Home: 817-382-5385
- 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

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Jack Daniels Lobbyist

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The North Dakota 99's enjoyed inspecting and reviewing the historical significance of the original 1934 Monocoupe currently owned by Mr. Ted Dilse, Jr. of Scranton. L-R: Kay Vogel, Bismarck; Dolly Dennert, Westport, SD; Alice League, Dickinson; Clara Sherman, Bismarck; Linda Allan, Jamestown; Dianne Herr, Turtle Lake; Helen Walkinshaw, Fargo; Norma Hellman, BlackHawk, SD; Audrey Baird, Dickinson; and Chapter Chairman Gwen Vasenden, Fertile, MN; Kneeling - Ted Dilse.

"Good Weather In North Dakota"

Gary R. Ness, Director, ND Aeronautics Commission

Pilots operating out of airports in North Dakota now will have the "world of aviation weather at their fingertips".

By virtue of a Weather Program sponsored by the North Dakota Aeronautics Commission, eight airports within the state are being equipped with WeatherMation computer stations. Through this computer system, the pilot has virtually instant access to current weather data and forecasts for the entire United States.

The WeatherMation system developed by Pan Am Weather Systems of Minneapolis, Minnesota is a completely integrated data base system for aviation weather information. At each of the 8 strategically located airports in North Dakota a computer terminal, monitor, keyboard and printer is available for obtaining the most recent weather observations, forecasts, Notams, special weather watch bulletins, etc. The data is continuously updated and is relayed to the WeatherMation station via satellite transmission.

The system is "user friendly". With a minimum of instructions and with the assistance of simple "help" screens, the user can call up 25 different types of information as follows:

1. Surface Observations
2. Terminal Forecasts
3. International Terminal Forecasts
4. Enroute Briefing
5. NOTAMS
6. Destination Routing
7. Preliminary Flight Plan
8. Flight Plan
9. Pilot Reports
10. Radar Reports
11. Radar Narrative Summaries
12. Winds Aloft Forecasts
13. Airport Info
14. Decode Airport Identifiers
15. Area Forecasts
16. Airmets
17. Signet
18. Connective Signet
19. 24 Hr. Thunderstorm Outlook
20. State Forecast
21. Extended State Forecast
22. Weather Depiction Map
23. Radar Summary Map
24. 18/24 Hr. Forecast Map
25. 36/48 Hr. Forecast Map

Those who have a modem equipped (IBM Compatible) computer in their home or office will be able to connect to the nearest WeatherMation station and download weather information. (Weather maps, however, will require special graphics software).

The wary pilot may well ask, "What's the catch? How much is this going to cost me?" The answer is you have already paid for it and there is no additional charge for this new service. North Dakota collects a tax on aviation fuel and those funds are being used to undertake this program for the benefit of the aviation user.

The WeatherMation system is intended as a supplemental service to pilots. In the event of marginal weather or whenever there is a question concerning enroute weather or destination forecasts, pilots are advised to contact our North Dakota AFSS and discuss the situation with a real live weather briefer.

Pilots who use WeatherMation reports and maps may find that they should review some of their meteorology tests. Education is the key to knowledge and knowledge begets safe flight operations.

The installation schedule should be completed by February 1, 1990 at Fargo, Jamestown, Bismarck, Dickinson, Williston, Minot, Devils Lake, and Grand Forks. Airport management and the Commission will be contacting local pilots and interested parties on startup time and informational instruction programs at each site.

The placing of the system at each airport was judged in one criteria - "Where the most pilots will be able to access the system on an around the clock basis".

For those people who have phone modems, the following are the telephone numbers to call:

Fargo	(701) 232-7922	Williston	(701) 572-0120
Jamestown	(701) 252-3118	Minot	(701) 838-4636
Bismarck	(701) 221-6887	Devils Lake	(701) 662-6321
Dickinson	(701) 225-9848	Grand Forks	(701) 777-7932

Pan Am Weather Systems will be at the Upper Midwest Aviation Symposium to help answer questions and help the flying public to best use the new system.

The next time you hear someone say "Hello, I'm from the Aeronautics Commission and I'm here to help you" - believe it, it's true! The WeatherMation program is a splendid example of how government, industry and private individuals can get together to make things happen.



From the Director's Chair

Gary R. Ness, Director
ND Aeronautics Commission

1989 in Review:

Many an event happened during our State Centennial Year.

96 airports were inspected for safety compliance and visits were made with local authorities as to the conditions.

62 paved airports were inspected and analyzed during the Pavement Management Program. This report will be finalized and the system will be in place to help the Commission program the construction funds for the future. Review of the final report will be held at the Symposium in March.

\$440 million and 6,000 jobs were attributed to North Dakota's Aviation Impact according to a report released in early 1989 by the Aeronautics Commission of the industry's role in the state's economy.

32 secondary airport construction fund (50%) grant payments were made for a total of \$214,485.87 to the airports in the state.

35 runway lighting control units were installed on North Dakota airports sponsored by AAND with a grant received by the Commission from the Office of Intergovernmental Assistance as a result of the Oil Overcharge Fund Grant Program.

7 Affirmative Action Programs were implemented with federal projects to insure minority and women business participation.

110 trips to the capital building during legislative session.

932 phone calls and personal contacts were made regarding Essential Air Service (EAS) to North Dakota on the Federal level. The local people involved in the continuing battle should be given special recognition for their efforts in the conflict with Washington regarding this transportation need for the U.S.A.

10 Air Service marketing proposals were prepared to sustain and enhance our state's scheduled service in its 7 regional cities.

(Cont. next page)

*From the
Director's Chair (Cont.)*

2 grants were issued to Bowman and Wahpeton to help fund installation of Automated Weather Observation Stations III on their respective airports for "real-time" weather for safe flight.

40 tower and powerline airspace cases were reviewed to insure protection of airport utilization.

7 checks were issued to the air carrier airports in the state totaling \$223,709.50. These funds are derived from the General Fund Block Grant Program to air service airports. The appropriate general fund reduction was taken due to the referral action of December 5th.

1799 aircraft were registered and counties reimbursed for 50% share.

3000 new aeronautical charts have been ordered for N.D. pilots. This will be the first chart published since 1979 and should be available at the March Symposium.

328 sprayers registered spraying 3.7 million acres.

CENTENNIAL AERONAUTICAL CHART FOR NORTH DAKOTA

The North Dakota Aeronautics Commission is anticipating the completion of the "1989 - 1990 Centennial State Aeronautical Chart" for distribution at the March Upper Midwest Aviation Symposium in Bismarck, N.D.

All registered pilots are entitled to a copy of the chart. If you are unable to attend the Convention and would like to obtain a copy, mail in 2 - 25c stamps and your current mailing address to:

N.D. Aeronautics Commission
Box 5020

Bismarck, ND 58502

and a copy will be mailed to you by mid-March.

8 computer WeatherMation units were ordered and will be installed statewide. (See related article in this publication).

Symposium Banquet

Roger Pfeiffer

The banquet on March 7th will feature guest speaker Frank Smith of Piper Aircraft. Prime Rib with all the trimmings will be served for only \$10.00! Many door prizes will be given away but you must be present at the banquet to be eligible to win.

One of the door prizes will be a complete commemorative cachet of envelopes bearing the North Dakota Centennial Stamp which were postmarked at each of the post offices serving the 100 North Dakota public use airports. One limited edition set of only 300 available, will be given away. This door prize is courtesy of the Dakota Territory Air Museum of Minot, North Dakota. This door prize is valued at \$350.00!

The Dakota Territory Air Museum will also be in attendance at the Symposium should you wish to purchase a commemorative cachet. Let's see if we can fill the banquet hall!

UPPER MIDWEST AVIATION SYMPOSIUM — MARCH 5-6-7, 1990

Radisson Inn — Bismarck, ND PREREGISTRATION FORM

(Please print or type)

Name of Participant _____ Phone _____
(to be printed on name tag and enclose your business card)

Address _____ City _____ State _____ Zip _____
(you must join or be a current member of at least one organization and must register for the symposium)

*PRE-REGISTRATION FEE

		<u>TOTAL</u>
Member	_____ person(s) @ \$35.00	_____
Spouse	_____ @ \$15.00	_____
Banquet	_____ person(s) @ \$10.00	_____

ORGANIZATIONAL DUES

Airport Association of North Dakota (AAND)	_____ (Airport) \$25.00	_____
Association Membership	_____ (Firm/Business) \$25.00	_____
North Dakota Agricultural Aviation Association (NDAAA)	_____ person(s) @ \$35.00	_____
Associate Membership	_____ person(s) @ \$10.00	_____
North Dakota Aviation Association (NDAA)	_____ person(s) @ \$25.00	_____
Associate Membership	_____ person(s) @ \$10.00	_____
North Dakota Flying Farmers (NDFF)	_____ person(s) @ \$40.00	_____
North Dakota Pilots Association (NDPA)	_____ person(s) @ \$10.00	_____
North Dakota Professional Aviation Mechanics Association (NDPAMA)	_____ person(s) @ \$15.00	_____

TOTAL SUBMITTED \$ _____

*Registration fee includes: Admission to Symposium Exhibit Area, Speakers, Casino Night, and Coffee Breaks.
Registration after Feb. 22nd is \$40.00.

MAIL TO: DAVID HENDRICKSON, 600 N. 21st ST., BISMARCK, ND 58501.

DO NOT MAIL PREREGISTRATION FORM AFTER FEBRUARY 22, 1990

AAND NEWS

Erling Rolfson, President, AAND

This year we are looking forward to an exciting and interesting convention in Bismarck. We have an interesting slate of speakers this year and our main theme will be that of keeping Airport Commissions politically aware. Leading off will be Lieutenant Governor Lloyd Omdahl who has many years of experience in that area. He will bring us the interface between federal, state, county, and city governments. Airport Commissions need revenue to operate and proper planning to obtain this goal.

Robert Billingsely from the FAA's Regional Office in Chicago will give us the latest update from the federal level as it concerns airports in North Dakota. There will be more federal officials in attendance Monday and Tuesday, so if there are other areas in the federal arena you may need assistance in, I am sure our State Aeronautics staff can direct you to the right individual.

We are planning a joint session with the crop sprayers where we will have two specialists from the State of North Dakota, Gary Berreth from the Health Department and Joseph Basfluck from the State Fire Marshall's office. They will bring us up to date on fuel tanks and systems above and below ground. They will also discuss the proper disposal of wastes at our airports.

Robert Palmby will also be on hand to discuss aviation careers. He will touch on how this relates to aviation in North Dakota and our airports.

Maurice Cook, a bonding attorney, will address the proper framework for Airport Commissions. He has set up regional airport commissions and brings a wealth of knowledge as to the legal aspects of airport management.

Gary Ness, Mark Holzer, and Roger Pfeiffer of the State Aeronautics Commission will have their annual airport's session. They will be updating us on state programs such as: the pavement management program; funding; LORAN-C; automated weather systems and more. This commission is the one of the best in the country and they're always looking out for our best interests.

Darrell Lewis, a helicopter pilot for medical evacuation, will have a session regarding heliports. This is an important area of concern as medical services decline in our states smaller communities.

The Aviation Council's general sessions and AAND's regular sessions will keep us busy for the entire three day period. I urge everyone to attend.

It Happened To Me!

Maurice E. Cook
Bismarck, North Dakota

Until December 5, 1989, I had never experienced an in flight mechanical failure. I had taken off from Bismarck with the intention of landing in Hettinger. I was leveling off at 6,500 feet MSL 5½ miles SW of Mandan when there was a loud BANG from the engine!!! The BANG was followed by severe vibration which immediately got all the attention I had to give. I pulled the power back to idle and could then hear a rather ominous knocking sound. I called Bismarck departure, declared an emergency and asked for a vector to Mandan. With 4,500 feet of air space between me and the Mandan Airport and a glide ratio of approximately 10 to 1, I really had no fear of making the Mandan Airport. I remembered Vern Baltzer's admonishment when we were flying gliders off the Mandan Airport years ago, "make the airport first and then lose the altitude". With the help of the departure control I found the Mandan Airport and even had to make a 360° to lose altitude before I landed.

Midwest Air Center, Inc. chief mechanic Larry Schmit took the cover off number 1 cylinder and showed me the two pieces of horseshoe shaped metal that should have been the top of the rocker arm "boss". When the boss let loose, it caused other problems such as bent push rods and twisted rocker arms. Long story short, the engine has been brought back to specifications with the installation of a new

cylinder, but the primary concern to my partners, Kay and Dave Vogel, and myself was why did it happen?

When I asked Larry what happened he advised me that the old style valve lifters, as opposed to the newer "constant flow" or "high flow lifters" sometimes failed to fill with oil and that the slack could create valve back lash and a hammering effect on the rocker arm boss. The constant hammering may have contributed to the failure. Needless to say when he recommended replacement of all the valve lifters with the newer model we didn't argue.

Engine failure is a remote contingency, but even with today's excellent maintenance and a flood of ADs, engines fail. I strongly recommend you pilots occasionally remind yourselves that it can happen to you. I got lucky. I would like to say that having an engine failure within easy gliding distance of an airport is just an example of good pre-flight planning, but I don't think you would buy it. What I do recommend to you is that you consider flying high for a lot of good reasons including the gliding distance it gives you and don't give up your altitude margin until you've got the airport made.

The "Quarterly" would like to run this column again in future issues, so please send your stories of "It Happened To Me" to:
North Dakota Aviation Quarterly
P.O. Box 1306
Williston, ND

Letter to the Editor

Clint Lowe, Fargo

I'd like to take a moment to comment on a point made by Richard Collins in the AOPA Pilot 50th Anniversary Issue ("On Course", pg 188) about why recreational flying has decayed to what it is today. Essentially, he clearly explained that personal flying was crippled when General Aviation effectively portrayed itself as a major business influence just after the 1973 gas crunch. (This, of course, resulted when some non-flyers wanted those rich goof-offs in General Aviation to suffer gas rationing as much or more than the rest of the nation.) Though we never suffered the predicted rationing, the campaign to make General Aviation synonymous with business aviation was successful; we've never recovered from that change in attitude.

As much as some will argue against it, General Aviation's meat and principal growth is in personal flying. The leaps and bounds of growth in the '50's, '60's, and '70's is directly attributable to the selling

of airplanes as recreation and freedom. Following the "change of attitude," the sellers started marketing aviation as a business tool and virtually forgot about the thousands of adventurous souls who ended up buying motorcycles instead of flying lessons. Result: General Aviation overall has stagnated.

The attitude has to change if we are to see our children and grand children enjoy the things we in aviation have cherished. The manufacturers need to push their low-end products harder as the alternative to a new boat or sports car. The large flying schools have got to drop this attitude that light aircraft are only a stepping stone to kerosene-burners. Most of all, each and every pilot needs to spread the flying gospel to potential newcomers by: taking up anyone who'll go along (an empty seat is a wasted seat); getting the media and politicians involved with aviation; and doing all you can to be a good neighbor (safe, courteous operations). (Best idea seen recently: A local FBO is doing a loss-leader return to the \$5 first

(Cont. on back page)

From The AFSS Manager

Bob Fishman, FAA Air Traffic Manager

Happy New Year! I trust that everyone across the state has enjoyed this holiday season as much as we have here at your North Dakota AFSS. This past October we became one of the first states in this section of the country to be fully consolidated. As a result we now have the expertise of personnel from every section of the state serving the North Dakota aviation community. We are proud to add that this consolidation was accomplished as smoothly as possible.

The 1-800-WX-BRIEF (1-800-992-7433) number is now in effect for all of North Dakota, South Dakota, and Minnesota, as well as most of the U.S. However, pilots flight planning into some of the states west of North Dakota will need to check a current Airport Facility Directory for the 800 numbers for the Flight Service Stations in those areas. The consolidation process in these areas is not complete and, therefore the 800 numbers, where available, are often different from one flight plan area to the next.

As a reminder, to assist your AFSS in providing prompt service to inflight aircraft, please state the frequency and communications outlet you are using on your initial callup. For example "Grand Forks Radio, this is Cessna 12345, 122.2, Jamestown." This assists us in identifying the frequency to respond on. Use of discrete frequencies and VOR communication outlets can minimize frequency congestion. Listings of these frequencies are available on sectional charts, Airport Facility Directories, and were listed in last quarters NDAQ.

Within the last three months I have traveled to many areas of the state participating in user group meetings at Grand Forks, Pembina, Devils Lake, Bottineau, Minot, Fargo, Jamestown, Stanley, Williston, Oakes, Wahpeton, Bismarck, Dickinson, Fessenden, and Valley City. In each of these meetings I was impressed with your concern for safety and active participation in safety enhancing programs. Discussions with you have emphasized my commitment to providing "BETTER" service. In order to do so, I must know each time a concern exists. If you can assist in this effort please contact me at 701-772-7489 during administrative hours.



AD'S, HOW CAN I BE SURE?

Joseph F. Souza, Aviation Safety Inspector (Airworthiness)

Fargo, FAA FSDO

One of the most difficult tasks for an owner/operator of an aircraft and a certified mechanic (A&P), is to insure that Airworthiness Directives (AD) are complied with and recorded properly. There have been many times that I, as an A&P, could not find any record of an AD being complied with or had to spend many hours researching the aircraft records.

There are no Federal Aviation Regulations (FAR) that give any definite way of recording AD's. All that the FAR's state is that an AD be recorded in the aircraft records. FAR 91.173 (a) (v) states that the owner/operator shall keep a current record of the status of applicable AD's including method of compliance, AD number and revision date, and if recurring the time and date next required. FAR 43.9 (a) (1) (2) (3) (4) states that a person performing maintenance shall enter in the maintenance records a description of work performed, date completed and the name and certificate number of the person performing the maintenance. The decision of where to record the AD is left up to the owner/operator and the A&P.

Having almost twenty years of experience as an A&P mechanic, I found that there is a great advantage to using an AD compliance record as shown in Advisory Circular AC 43-9B, Appendix 1 (see sample). This format gives both the owner/operator and the A&P all of the data necessary to determine, who, what, when and how an AD has been complied with. I also recommend that even AD's that do not apply to an aircraft because of serial number or model should be recorded. This helps to clarify if an AD has been checked for compliance on the aircraft in question. The entry could state "AD NOT APPLICABLE BY SERIAL NUMBER OR MODEL", (see sample). If the non-applicable AD is recorded in this manner, there will be no question as to whether it has been complied with or even applies to a particular aircraft.

If all AD's which are issued for a particular aircraft and its appliances are recorded as I have described, it would save the A&P many hours of research and the owner/operator the cost of the A&P's time to do the research.

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD
*Aircraft, Engine, Propeller, Rotor, or Appliance: Make Piper Model 44-140 Ser. No. 2910001 N 1234

AD Number and Amendment Number	Date Received	Subject	Compliance Due Date Hours/Other	Method of Compliance	Date of Compliance	Aircraft Total Time In Service at Compliance	Component Total Time In Service at Compliance	One-Time	Recurring	Next Comp. Due Date Hours/Other	Authorized Signature, Certificate Type and Number	Remarks
77-23-03	11-14-77	ROD 6003	SDNR	VISUAL A&P	12-10-77	1000.1	1000.1	✓	—	—	J. F. Souza	—
79-21-02	7-08-79	FAUL LEVER	—	N/A	BY SERIAL NUMBER	—	—	—	—	—	J. F. Souza	N/A
91-11-02A	4-10-91	LOSS OF OIL	75 HR	REPLACE LINES	4-15-91	1444.1	1444.1	✓	—	—	J. F. Souza	—
45-26-02	5-21-87	PROPeller OIL	100 HR	AVIATION	5-26-87	1679.9	1679.9	—	✓	1778.9	J. F. Souza	—
SAMPLE												

*Suggest providing a page for each category.

— NOTE: AD 79-22-02 DOES NOT APPLY DUE TO SERIAL NUMBER? —

NDPA Awards Scholarship To Marlan Perhus

John Bridewell, NDPA Sec./Treas.

For the second year in a row, the North Dakota Pilot's Association has awarded a \$200 scholarship to a worthy aviation student. Last year's recipient, Jeff Laven, gave way to this year's winner, Marlan Perhus.

Marlan hails originally from Kindred, North Dakota. He is a senior at the Univer-

sity of North Dakota majoring in Aeronautical Studies with a minor in Meteorology.

Certificates include commercial and certified flight instructor. Ratings including instrument, multi-engine, and seaplane. Marlan was the co-founder and first president of the Wilderness Pilot's Association, an aviation student group at UND. His career goal is to become an Aviation Safety Inspector for the FAA.

Congratulations, Marlan, and good luck with your future flying career.

1990 UPPER MIDWEST AVIATION SYMPOSIUM SCHEDULE

March 5, 6, 7 - Radisson Inn Bismarck

"NEW HORIZONS"

TUESDAY, MARCH 6 (cont.)

- 11:00 - 12:00 NDPAMA Drug Program - Randy Reed, Butcher & Assoc.
 11:00 - 12:00 AAND Asphalt Maintenance - Howie Snyder
 11:30 - 1:00 Exhibit Area Open
 NOON BREAK
 1:00 - 3:00 Career Days - High School Students - Seminar On Future Aviation Careers - Robert Palmby, Aviation Careers Unlimited - John Odegard, Dean UND CAS - Curtis Graves, NASA
 1:00 - 2:00 Spouse Program - Mini Make-over
 1:00 - 3:00 NDAA Part 135 - Fargo FSDO
 1:30 - 3:00 NDAAA Drug Program - Randy Reed, Butcher & Assoc.
 1:00 - 3:00 NDPAMA Superior Parts
 2:00 - 3:00 NDPAMA Unison
 2:30 - 3:30 NDPA AOPA Regulatory Environment - Bill Hamilton, AOPA
 3:15 - 4:30 NDAAA Bee Discussion
 4:30 NDAAA Current Issues - ND Aeronautics Commission
 4:30 - 6:00 Exhibit Area Open
 6:00 Exhibitor Hospitality Night

WEDNESDAY, MARCH 7

- 7:00 Council Breakfast
 8:00 - 9:00 AAND Aviation Careers - Robert Palmby
 8:00 - 9:00 NDAAA SARAH - Doug Frize
 9:00 - 10:00 AAND Heliport Development - Darrell Lewis
 9:00 - 10:15 NDPA Robert Shumaker
 9:00 - 11:00 NDAA FBO & Air Taxi Current Issues - Larry Burian, NATA President
 10:00 - 11:00 AAND ND Aero. Comm. Update - Gary Ness, Mark Holzer
 10:00 - 11:00 NDPAMA Shell Oil
 10:15 - 12:00 NDAAA Final Burner Meeting
 10:30 - 11:30 NDPA Robert Palmby
 11:00 - 12:00 NDPAMA FAA Open Forum - Fargo FSDO
 11:30 - 1:30 Exhibit Area Open
 NOON BREAK
 1:00 - 2:00 NDPA Business Meeting
 1:00 - 2:00 AAND General Business Meeting
 1:00 - 2:00 NDAA Business Meeting
 2:00 - 4:00 General Session
 Aviation - New Horizons - Larry Burian, NATA
 Aviation - Future in ND - Bill Hamilton, AOPA
 4:00 - 5:30 NDPAMA Business Meeting
 5:00 NDAC Business Meeting
 6:00 - 7:00 Social
 7:00 Banquet - Frank Kingston Smith, Piper Aircraft

This schedule is the best accounting of information available at the time of printing. Any changes that may take place will be so noted in the Convention Program Schedule.

Radisson Inn (cont. from prev. page)

The Radisson Inn Bismarck is very proud to host the Upper Midwest Aviation Symposium in March 1990. Your patronage over the past many, many years has been greatly appreciated.



**Radisson Inn
Bismarck**

**WELCOMES UMAS
CONVENTION GUESTS**

800 South Third Street
Bismarck, North Dakota 58504
Telephone (701) 258-7700

Aviation Job Opportunity Fair

*Gordy Person, Past Chairman
ND Aviation Council*

This year we will have a number of major airline recruiters at the Convention on March 6th & 7th. They have indicated as of this date that they will have applications and will interview prospective employees. We know that a percentage of in state employees may be interested in job changes, but the major number of applicants will come from the schools and airbases in the area.

Pilots, mechanics, flight attendants, reservationists, ticket agents, etc. are needed by most all carriers. These airlines now visit the A & P Schools in ND, MN, SD, WY, MT & CO. We have asked them to be present in Bismarck at the 1990 Symposium for Tuesday and Wednesday March 6 & 7, some will arrive on the 5th. Those that have been invited include Northwest Airlines, Northwest AirlinK, United Airlines, America West Delta, American, Eastern and Continental.

Aviation schools that have been invited to bring students to this event are Thief River Falls AVTI, Thief River Falls, MN; Lake Region College, Devils Lake; UND Grand Forks; Lake Area Votech, Watertown, SD; Alexandria Votech, Alexandria, MN; National College of Business, Rapid City, SD; Interstate Business College, Fargo; Travel Careers Institute of Bismarck; and Dakota Aerotech of Fargo. Also notices have been sent to the three air bases, Minot, Grand Forks and Rapid City to advise personnel that are in or ready for the separation centers.

This will help those that have the ratings and are not presently employed to achieve a future in aviation. Also some that are now employed and wish to move or relocate. People coming in to apply or visit with representatives will need to register at the Convention Desk as students or by whatever organization they will be representing.

Drug Testing Program Available

The challenges to meet the latest requirements of the National War on Drugs as it pertains to aviation, has been made very simple for flight instructors, mechanics, Part 135 operators and aerial applicators with fewer than 11 "Safety Sensitive" employees.

W.T. Butcher & Associates has assembled a group of experts in all areas necessary to bring you and or your company in compliance with the new drug testing requirements. This turn key service takes all the work out of setting up the testing program, assures the avoidance of liability and fulfills federal reporting requirements.

The cost for the entire program is \$198.00 per person per year if you belong to one of the Councils 6 member organizations and \$298.00 per person per year for non members.

Butcher & Associates will be on hand at the symposium in March. Save yourself time and money with a program that meets all the federal requirements. Call toll free for more information 1-800-759-8510.



Happy New Year from the Radisson Inn Bismarck

Wanda Glasser, Catering Sales Manager

We have been promising the Upper Midwest Symposium a remodeled facility for so long, you can be assured the 1990 convention will be a success at the new Radisson Inn Bismarck.

The best known hotel in Bismarck isn't what it used to be.

We've got a brand new larger lobby, a new restaurant, Seasons Cafe and a new lounge, Nickels Lounge. Nickels will serve your favorite cocktails, play your favorite songs and you also can try your hand at gambling.

The pool area has a new look which includes a new health club where you can exercise, swim, sit in the sauna or relax in the new jacuzzi.

All meeting rooms will be much brighter including the ballrooms - Dakota Ballroom, formerly Rhinehall and also the Missouri Ballroom, formerly Bavarian Hall. You'll enjoy our new banquet chairs which are fabric versus the old vinyl plus all new colors.

And wait until you see our new guest rooms! The colors are soft and the room is inviting. Relax on the oversized stuffed chair and ottoman as you watch HBO on our new remote TV's. (We've said goodbye to the red, gold and green.)

(con't. on back side)

1990 UPPER MIDWEST AVIATION SYMPOSIUM SCHEDULE

March 5, 6, 7 - Radisson Inn Bismarck

"NEW HORIZONS"

MONDAY, MARCH 5

7:00	.....	NDAC	Breakfast Meeting
8:00 - 9:00	.....	NDPA	Video - Airspace
9:00 - 10:00	.....	NDPA	Video - Canadian Wilderness Flight
9:00 - 10:00	.....	AAND	General Aviation's Future - Curtis Graves, NASA
9:30 - 10:45	.....	NDAAA	Insecticide Update
10:00 - 11:00	.....	NDPAMA	Champion Spark Plug
10:00 - 12:00	.....	AAND	Board Meeting
10:45 - 12:00	.....	NDAAA	Sprayer Calibration - Vern Hoffman
11:00 - 12:00	.....	NDAA	Board Meeting
11:00 - 12:00	.....	NDPAMA	Cleveland Brake
11:30 - 1:30	.....		Exhibit Area Open
			NOON BREAK
1:00 - 2:00	.....	NDAAA	Pesticide Laws - Greg Dahl
1:00 - 2:00	.....	AAND	FAA - Funding/Current Issues - Robert Billingsley - FAA
1:00 - 2:00	.....	NDPA	Aviation Law - Joe Zahradka - UND
2:00 - 4:00	.....		General Session - FAA Great Lakes Region
4:00 - 4:15	.....		General Session - USPA Executive Director
4:15	.....	NDAAA	Business Meeting
4:15	.....	NDPA	Drug Program - Randy Reed, Butcher & Assoc.
4:15	.....	NDPAMA	Business Meeting
4:30	.....		Exhibit Area Open
6:00	.....		Food and Bar Open
7:00	.....		Casino Night
9:00	.....		Mixer

TUESDAY, MARCH 6

7:00	.....		Council Breakfast - Aviation Education
8:00 - 9:00	.....	AAND	Airport Funding - Maurice Cook, Bonding Attorney
8:00 - 9:00	.....	NDPA	Video Series
8:30 - 9:30	.....	NDAAA	Fungicide Update - Art Lamay
9:00 - 10:00	.....	AAND	Political Awareness - Lloyd Omdahl, Lt. Governor
9:00 - 10:00	.....	NDPAMA	Shell Oil
9:00 - 10:00	.....	NDPAMA	Unison
9:00 - 10:00	.....	NDPA	Maintenance - Frank Argenziano
10:00 - 11:00	.....	NDPA	Fargo - FSDO - Verl Addison
10:00 - 11:00	.....	NDPAMA	Cleveland Brakes
10:30 - 11:30	.....		Spouse Program - Hair Care and New Trends
10:00 - 11:00	.....	AAND	Environmental Concerns/Fuel Tanks - Joe Basfluck - Gary Berreth - State Fire & Health Depts.
11:00 - 12:00	.....	NDPA	Organizational Meeting
10:45 - 11:30	.....	NDAAA	Safety Bulk Handling - Jack Peterson

Look To Your Convention Program For More Information On Featured Speakers

This schedule is the best accounting of information available at the time of printing. Any changes that may take place will be so noted in the Convention Program Schedule.

Opportunity Knocks For North Dakota Pilots

John Bridewell, NDPA Secretary/Treasurer

The world changed drastically during 1989, and so did the North Dakota Pilot's Association. The association tripled what had been for years a stagnating number of members.

As one travels across the state, there are stories of pilots getting together to talk about their airplanes or their flying skills, sharing a story or two, and expressing their concerns about the future of flying. Sometimes they form an organization to allow a better forum to voice their opinions

to those who can make a difference.

Unfortunately, many of these pilots have never heard of the North Dakota Pilot's Association. They don't realize that a medium already exists which can provide them with a voice more direct than they had possibly imagined, because NDPA is represented on the North Dakota Aviation Council.

On Tuesday, during the symposium, there will be a North Dakota Pilot's Informational and Reorganizational Meeting. This will be a golden opportunity for all pilots to become involved in an organization that is truly "grass roots" motivated.

A lot of effort is being made to produce a symposium you will be proud to at-

tend. Helen Walkinshaw and Roger Pfeiffer, our representatives to the council, are planning meetings that will appeal to just about everyone. Whether it be updating your knowledge or regulations, wondering if maybe a career change to aviation is in store for you, legal aspects of being a pilot, flying to Canada, or just good old hangar flying, this year's symposium will have something for you.

Opportunity is knocking for all North Dakota pilots. Now is the time to get involved and to make this organization stand for your interests and meet your piloting needs. Look for a newsletter in February to give you more details.

NDPAMA UPDATE

Russ Braddock, President NDPAMA

It's January and the Symposium is right around the corner. Time for a quick update.

The schedule is still a little bare but we have a lot of inquiries out and are receiving replies regularly. We are all looking forward to an informative series of seminars.

The second item I have concerns the logo contest. We have received several fine entries for the contest. Due to the fine art and detail of the entries, we don't feel judging miniature copies will do justice to the time and effort put into the entries. The entries will be on display during the sym-

posium with voting taking place at the final business meeting.

It's time again for the annual Safety Awards program. You will find an entry form below. Please take a few minutes and send in an entry. Also, I'm sending an entry form to each maintenance facility and asking each one to send in an entry. The objective of the Award Program is to recognize those maintenance technicians making an outstanding contribution to aviation safety through the performance of their duties. This years winners will receive the following prizes:

First Place \$300 cash award
plus paid convention expenses
Second Place \$150 cash award
Third Place \$50 cash award

PLEASE READ THE FOLLOWING INFORMATION CAREFULLY.

An entrant must be working in North Dakota as an active technician. He/she must hold a current FAA airframe and/or powerplant, 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, airframes, avionics and appliances. Eligible technicians may submit an entry form for themselves or for a friend or co-worker. Entries should be made using the information contained on the entry form and submitted to me no later than February 22, 1990.

ENTRY FORM FOR NORTH DAKOTA AVIATION 1990 MECHANIC SAFETY AWARD PROGRAM MAIL TO: RUSS BRADDOCK, 600 9th ST. NW #2, MANDAN, ND 58554

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

N.D. Couple Receives Two National Awards

John Lefforge, President NDAAA

On December 7, 1989 at the National Agricultural Aviation Association (NAAA) Convention held at the Fairmont Hotel in New Orleans, LA, Gerald Beck and his wife Cynthia Schreiber-Beck were each presented an Award from NAAA.

Gerald received the "AGRINAUT" AWARD as an agricultural aircraft operator that has made public, an outstanding contribution in the field of ag aircraft operations. While....Cindi was presented the MOST ACTIVE WOMAN AWARD in recognition of her outstanding contribution to the affairs of the industry, more particularly the development of an Elementary and Jr./Sr. High School Curriculum Guide.

Gerald was nominated for his award for the development and marketing of the "Superboom", an extruded aluminum air-foil boom which has many enthusiastic users. He has a number of other contributions completed or in process including: Ring Cows for R-985 & R-1340's' Quick off's (Spring Steel Shut-offs); Rinse Master (A stainless steel system to contain hopper rinse water or portions of unused mixed chemicals); Aileron Servo tabs and various other design advancements to enhance the performance and safety of Ag Aviation.

Cindi is presently the chairwoman of the WNAAA Education Committee, serves the Booth and Public Relations Committee and recently attended a Conference of the National Congress on Aviation and Space Education held at the time of the big Alar scare.

Gerald & Cindi make their home in Wahpeton and are the owners/operators of Tristate Aviation, Inc.

For all their contributions to agricultural aviation we salute Gerald & Cindi Beck as the recipients of the 1989 Agrinaut and Most Active Woman Awards. CONGRATULATIONS!

"IN THE LEFT SEAT"

Ron Deck, 1990 NAAA President

The 1989 National Convention is now history and in a few days, I will be accepting the duties of the NAAA President.

I'm looking forward to the job and I will take this job seriously. I expect that it will be demanding on my time, as it already is consuming a good part of my days in scheduling my travel plans and coordinating with state convention planners for their 1990 conventions.

The convention in New Orleans was great, except for the unseasonably cold weather. The highlight of the show was the awards luncheon where our fellow North Dakotans captured two awards. Gerry Beck took the Agrinaut Award for his work with the Superboom and Cindy Schreiber-Beck took honors along with Ruthanne Koch (CO) for the Most Active Woman Award with their development of the elementary and jr./sr. high school curriculum guide.

Membership in our state association and the NAAA will be high on my list of priorities in 1990. I would hope that everyone would consider joining the NAAA in 1990. In 1978, when Al Dahl was the NAAA President, we had 45 NAAA operator members in North Dakota. We have as many or more operators licensed in North Dakota today and our problems with environmental activists and the resulting regulatory responses to their demands have not diminished, so the need for us to band together in our associations are ever more crucial.

I would hope that in North Dakota and over the United States we would see a 100% increase in membership in the NAAA. I know that sounds ambitious, but then nothing is possible unless some goals are established. Unless we aim high, we are sure to fall short of our mark!

I will certainly appreciate all the support you can give me, and my telephone line will be open to listen to all of your concerns.

Happy New Year!

NDAAA UPDATE

Cynthia Schreiber-Beck, NDAAA

GROUNDWATER CONCERNS

NDAAA President John Lefforge was included on the Groundwater Task Force and with the assistance of the executive board completed the Strategy Development Exercise sent out by the North Dakota State Department of Health and Consolidated Laboratories. This process is a step towards the goal of completing a document that will serve as a guide to all concerned parties on how to coordinate and achieve maximum results from all groundwater protection activities in the state. The groundwater issue is a concern to all aerial applicators and will be an issue to contend with in the 90's.

AERIAL APPLICATOR/BEEKEEPER UPDATE

The sequence of events since the October meeting in Jamestown has been: a meeting during the North Dakota Ag Show which resulted in the formation of an advisory group consisting of people from the Department of Agriculture, Extension Service and Aeronautics Commission; recent recommendations from the advisory group to Sarah Vogel, Commissioner of Agriculture, were for no new regulations at this time but increased education, increased enforcement and the possibility of receiving money from the NDAAA, beekeepers association, extension service and EPA for mapping the bee hives and setting up a wats line for the 1990 season. This issue is on the annual meeting agenda and will be addressed by the association at that time.

Letter to the Editor

(Cont. from Page 7)

flying lesson. Result: 15 new students in the first month.)

If ever the recreational side of General Aviation had an important mission, then this is it: Get all who'll listen to know flying is the ultimate excuse for a day off

The views and opinions in the "Letters To The Editor" column are expressly those of the writer and not necessarily shared by the ND Aviation Council."

ADDRESS CORRECTION REQUESTED

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