

NORTH DAKOTA AVIATION QUARTERLY



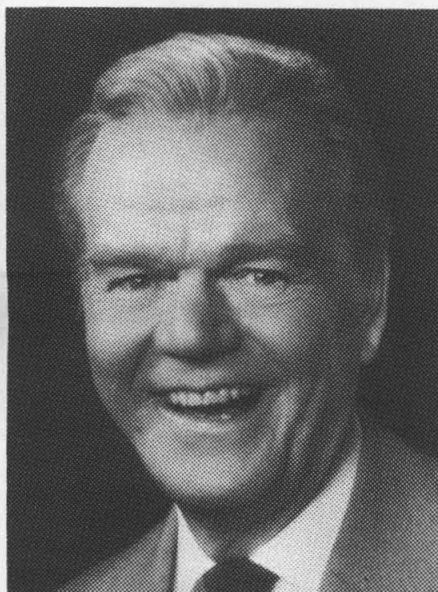
Issue #13

NDAC

October, 1990

HARVEY TO SPEAK DURING CONVENTION

Bob Simmers, Chairman, ND Aviation Council



Paul Harvey has been contracted by the North Dakota Aviation Council to address North Dakotans in Bismarck during the symposium. He has been booked to speak at the Bismarck Civic Center the evening of March 5, 1991. This has become a fund raising program for North Dakota aviators that will be used to promote aviation education in North Dakota. It has been a long and tough couple of months trying to decide to do this. At the NDAC meeting on Sept. 14 the council voted unanimously for the project. Mr. Harvey will be here for only a short time, but should have a significant impact on convention goers.

We are seeking the support of all aviators in the state. This support can be generated by buying quantities of tickets and reselling them in your home town. This is an aviation function and we need the cooperation from the aviation community to make this a successful and profitable event.

We are pleased that KFYR am radio has joined the council in the promotion of this event. You will be able to hear ads and promotions for Mr. Harvey while you are waiting for his news and comments on KFYR radio.

The Bismarck Mandan Convention and Visitors Bureau has joined us as the distribution center for all ticket sales. Advance ticket sales are vital to the success of this event. Tickets are \$15.00 in advance and \$17.50 at the door. Tickets may be purchased by filling out the enclosed order form and sending it together

with your check or money order in the enclosed envelope addressed to:

Bismarck-Mandan CVB
NDAC Acct
P.O. Box 2274
Bismarck, ND 58502

Tickets will be on sale by October 20, 1990.

Join us in this promotion by ordering your tickets early and saturating your community with the news of this event. Again, your participation is vital to the success of this project.

GUEST COMMENTS

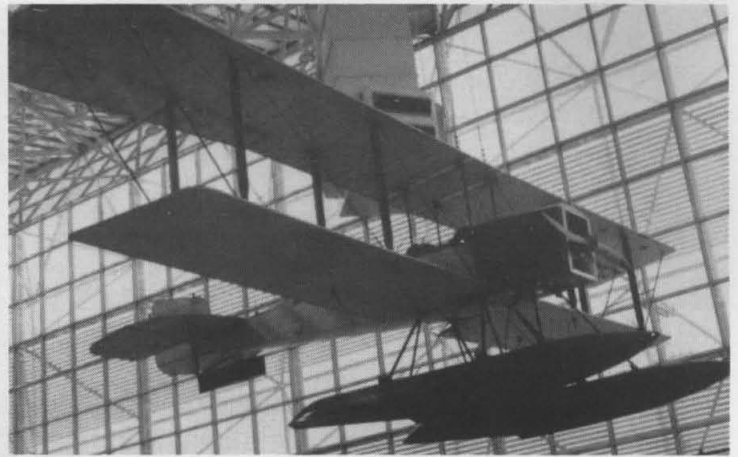
*Michael D. Ferguson, Administrator
Montana Aeronautics Division*

Why Mode S. Transponders? First, what does Mode S do which Mode C does not do? Mode C is actually altitude reporting add-on equipment for a Mode A transponder. Mode A with Mode C added gives distance, direction, and height information; and Mode S, in addition to distance, direction, and height, will provide the FAA controllers with your aircraft identity, which includes ownership information. **WHY IS IT SO IMPORTANT FOR THE FAA TO HAVE OUR IDENTITY??** Didn't we already give them this information? Well, not always. There are several suggested reasons being batted around as to the real underlying reasons the FAA wants this information, including enforcement actions for incursions into a TCA or any other flight deviations. Possibly the real reason behind Mode S is for future computerized billing capability so users can be automatically billed for airspace, air traffic control services, and navigation aids. Interesting thoughts, and I certainly hope there is nothing to this. But having experienced such fees while flying in foreign countries, maybe this is the direction our government is heading toward. Canada is proposing air navigation fees at the present time. Admittedly, the FAA plans for the Mode S to have a data link capability so aircraft can receive computerized data without relying on voice communications. The reported cost of the Mode S transponder is estimated to be about \$4,500 without the data link and about \$12,000 with the data link. It is my opinion that Mode S will add nothing significant over Mode C to benefit safety; and if I'm correct, then how can the FAA justify imposing the tremendous cost burden associated with forcing users to discard their Mode C transponders and install new Mode S transponders. The FAA's original deadline for Mode S is now about five years behind schedule, plus the unavailability from manufacturers has forced the deadline to be extended to July 1, 1992. However, Mode C cannot be

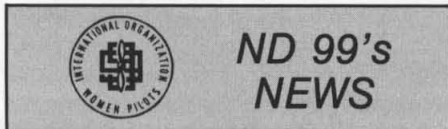
(cont. on pg. 2)



The fully restored "Red Barn" was the first home of the Boeing Aircraft Company. It now contains the precious displays of early flight history in the \$32 million Museum of Flight complex in Seattle, WA.



A replica of the original "B & W" — the first Boeing Aircraft flown June 15, 1916 — hangs from the ceiling of the Great Gallery in the Museum of Flight.



ND 99's NEWS

Gwen Vasenden

The North West Section meeting at Seattle was attended by Dianne Herr, Darlene Dennert and Gwen Vasenden. 135 pilots registered. Tours included the Boeing 737 plant, Museum of Flight and the Seattle ARTCC. The museum exhibits over 35 full-sized aircraft and the Red Barn where Boeing began. Safety and career seminars were interesting and well attended. Speaker Moya Lear was very entertaining as she told us her "Love Story." She is the daughter of Ole Olsen of the comedy team of Olsen and Johnson. After Bill's death, with his last project 'the Lear Fan' still on the drawing board Moya took over the company. Quite extraordinary for a woman who was neither an engineer nor a business woman.

The Ellsworth Air Force Base Fly In, September 15th was an exciting place to meet. The following members flew in: Shirley & Lyle Frost, MOT; Kay & Dave Vogel, BIS; Wynola & Paul Eide, BIS; Lorraine Boehler, BIS; Audrey Baird, DIK and Norma Hellman, Black Hawk, SD.

All ND women pilots and student pilots are welcome at our meetings. For information call any of the officers. The October 20th meeting will be at Turtle Lake.

1990 - 1992 CHAPTER OFFICERS

Margaret Gaynor, Chairman - 1437 North Broadway #201, Fargo, ND 58102, 701-293-8840.

Shirley Frost, Vice Chairman - 28

Country Club Acres, Minot, ND 58701, 701-852-1798.

Norma Hellman, Secretary - 12205 Renata Dr., Black Hawk, SD 57718, 605-787-5103.

Clara Sherman, Treasurer - 2500 Centennial Road, Bismarck, ND 58501, 701-223-6887.

Lorraine Boehler, Membership Chairman, 409 N. 22nd St., Bismarck, ND 58501, 701-223-8054.

(cont. Guest Comments)

manufactured after December 31, 1990. The federal General Accounting Office (GAO) has criticized the FAA over their Mode S program to change over their air traffic control surveillance and communication system and has recommended that the FAA should cancel plans to replace remaining beacon radars with Mode S capability until the system is demonstrated to work and provide anticipated benefits. The FAA's targeted completion date is now five years behind schedule, and the FAA may unnecessarily spend over \$1 billion to purchase the additional Mode S systems because they (FAA) did not properly address the benefits or costs. The GAO further stated that government procurement guidance calls for major systems to be developed and tested before an agency awards a contract and the FAA has not yet prepared test plans and procedures.

**MAKE YOUR PLANS NOW
TO ATTEND THE
UPPER MIDWEST AVIATION
SYMPOSIUM
March 4, 5 & 6, 1991**

Pre-registration form will be included in the next issue of the quarterly.

Calendar of Events

- November 7** Fargo Mechanic Safety Seminar - Back to Basics 7 p.m. - Const. & Eng. Bldg. at NDSU Campus
Ct: Joe Souza, FAR FAA FSDO
For more info (701) 232-8949
- December 11** Bismarck Mechanic Safety Seminar - Back to Basics 7 p.m. - Student Union Alumni Room at Bismarck State College
Ct: Joe Souza, FAR FAA FSDO
For more info (701) 232-8949
- March 4, 5, 6** Upper Midwest Aviation Symposium
Radisson Inn, Bismarck
- March 5** Paul Harvey
Bismarck Civic Center

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FROM THE DIRECTOR'S CHAIR

WIN SOME - LOSE SOME

Gary Ness, Director
ND Aeronautics Commission

In Aviation, lately, we have not won too many. However, North Dakota aviation did get a "W" in its column. Mode "C" Requirements in Fargo **will not** take place as scheduled.

The FAA amended out Fargo Hector from the infamous "Airspace Grab" of NPRM 88-2. The reaction and communication from the pilots and with help from our congressional delegation and state officials helped turn this non-sensical restriction around. Thank you to all individuals that contributed to this effort.

Another issue that needs attention from the general aviation community is the Airman Certification and Aircraft Registration issue. Under the disguise of "Drug Enforcement Assistance" NPRM 90-9 outlines more restrictive measures for the aircraft owner, seller and purchaser with the misguided thought pattern that it will stop drug traffickers use of aircraft. (I thought that little I.D. plate we all had to put on the right side of our aircraft three years ago was the cure for the problem). As always, the honest and upstanding will bear the cost burden and the problem will continue.

Another part of NPRM 90-9 requires all pilots to renew pilot certificates every three years. The new requirement would include an airman identity card with picture. Now, to the bottom line. The cost analysis of this little change. The aircraft registration: \$4.8 million the first year and \$41 million over a 20 year period. The Airman Recertification: \$3.9 million the 1st year and \$35.3 million over 20 years.

"Yes, Virginia, there is a santa claus for the FAA, it's us." For additional information call: Earl F. Mahoney, Oklahoma City, OK, Ph: (405) 680-7357

and request info on NPRM No. 90-9.

As normal with a hot issue, such as this, the comment period has come and gone, and your efforts can still create change in the process.

On a happier note, the fly-ins and airshows have been well attended this year. The local communities and sponsors should be acknowledged for their efforts in the continuing effort to promote the facilities and activities at their local airports. I anticipate that 1991 will be even better starting with the Symposium in March.

When you get in Bismarck, stop in and visit.



ALASKA ANYONE

Bob Simmers, Chairman
ND Aviation Council

Does a tail dragger trip to Alaska sound up your canyon? It does to me. It never fails that almost every hangar session includes something about Alaska. Now you may have a chance to experience just that trip in June of 91. If you are interested and would like to participate or have any questions about a possible trip, contact:

Russ Miller
980 N. 3rd St.
Carrington, ND 58421
Phone:
701-652-2321 evenings
701-652-2739 days

AVIATION NEWS BRIEFS

Mark J. Holzer, Aviation Planner
Aeronautics Commission

LIABILITY INSURANCE BILL FAILS

...The Congressional Judiciary Committee once more successfully killed Sen. Nancy Kassebaum's (Kansas) product liability bill. The major issue addressed the 20-year limit on liability for a product manufactured which is hampering new general aviation aircraft production.

CANADIAN INSURANCE REQUIRED

...Canada recently passed a new law effective July 1, 1990 which requires liability insurance coverage on aircraft flying in Canada. Some insurance companies may sell trip insurance for U.S. aircraft flying into Canada. If you carry liability insurance, check if your coverage is good for Canada. If you need more info, contact Canadian Owners & Pilot's Association, P.O. Box 734, Ohawa, Ontario KIP 554 (613-236-4901).

FAA SAFETY HOTLINE...

Contact 1-800-255-1111 for FAA to report conditions affecting aviation safety. Calls are restricted to the FAA and protected from disclosures under the provision of the Freedom of Information Act.

FLIGHT SERVICE STATION RANKING...

Grand Forks is ranked 44th in national with 378,000 flight services in 1989 as disclosed in the FAA Administer's Fact Book.

IF YOU MOVE, LET FAA KNOW

...Your pilot or instructor privileges will expire within 30 days if you don't send a change of address to FAA; Airmen Certification Branch, AAC-260, Mike Monroney Aeronautical Center, P.O. Box 25082, Oklahoma City, OK 73125.

CUT



PAUL HARVEY

THE EVENING OF MARCH 5, 1991

BISMARCK CIVIC CENTER

TICKET ORDER FORM

Please send _____ tickets at \$15.00 each.

_____ Total Amount Enclosed

CHECK OR MONEY ORDER ONLY

Mail Tickets To: (Please print or type)

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

TICKETS WILL BE \$17.50 AT THE DOOR.

CUT



AAND NEWS

Erling Rolfson, Jr., President

Civil Air Patrol's 50th Year

Catherine M. Breu, 1LT CAP
Director of Public Affairs
North Dakota Wing

The summer was exciting for the Airport Authority of New Rockford. We had Mike Monson a third year airport administration student from the University of North Dakota employed throughout the summer. Mike's accomplishments were outstanding and many projects that had been put on the "back burner" were completed. The leases and operating procedures were updated. The entire operation was computerized. I would recommend that every authority take a hard look at the possibility of employing an individual of Mike Monson's background for summer employment. Point of contact is Don Johnson, Co-op Job Developer, University of North Dakota, phone (701) 777-4104.

We are making plans for the annual convention this spring and putting together our agenda of speakers. This is the time for planning and if there is someone in particular or a certain topic you would like to see addressed please contact me, Erling Rolfson, Jr. at 1-800-532-8628.

October 19th I will be attending the Alumni Awards Banquet for the Center for Aerospace Sciences at UND. I will be presenting our association's annual scholarship. This is an exciting event and the growth of aviation at the university is impressive.

Our Association is represented by the following individuals:

President - Erling Rolfson, Jr.	947-5047
Vice President - Greg Haug	774-8594
Secretary/Treasurer - David Miller	222-6502
District #1 - Mike Ryan	857-4724
District #2 - Curt Aaland	228-6525
District #3 - John Wakefield	797-3612
District #4 - Randy Rotenberger	678-2689
District #5 - Jim Lawler	663-0669
Past President - Ralph Henning	245-6407

These are your members in the association working for you. Please contact them if you need assistance or want to discuss airport issues in North Dakota.

In 1991 the Civil Air Patrol (CAP) marks 50 years of service to the country. Chartered by Congress in 1941, the CAP is an official auxiliary of the United States Air Force, comprised of volunteers from all walks of life.

The CAP is best known for its role in emergency services and disaster relief, working closely with the Air Force and local government officials in times of crisis. Young people ages 13 to 18 comprise the Cadet program. Through varied activities, cadets develop strong moral and leadership skills. Aviation affects every part of society, from insuring a bountiful harvest to satellite communications and medical research conducted miles above the Earth's surface. The CAP's role is to promote this dynamic science (aerospace education) in our schools and in the community.

Each state has an active CAP program in place. In North Dakota, the Wing headquarters is located at the Mandan airport, with several smaller units, or squadrons, located in cities around the state. Composite squadrons, or those with both adult and cadet members, are located in Bismarck, Minot, Fargo, Grand Forks, and Dickinson. Garrison has a senior squadron comprised of just adult members and Bowman hosts a squadron comprised of cadets and their advisors.

If you are curious about the Civil Air Patrol and would like to learn more about the organization, you are welcome to be a guest at any of the squadron meetings. The CAP conducts several training activities in other cities around the state, including Jamestown and Devils Lake. We're always looking for good, conscientious pilots and interested ground support people to help promote safety throughout North Dakota.



CPT Ron Patch and MAJ Ed Lang share the pre-flight responsibilities as they prepare Bismarck's Cessna 182 for competition in a recent test of skills between North and South Dakota CAP units. North Dakota won.

NEW AIRPORT SAFETY AWARDS PROGRAM

Robert A. Huber, Supervisor
MN, ND Section
FAA - Airports District Office

The FAA has established an Airport Safety Enhancement Awards Program to annually recognize airports that have taken actions, instituted programs, or otherwise were operated in such a manner to deserve special recognition for improving airport safety.

Airport Owners or Sponsors of airports that are open to the public are eligible for the award on the basis of developing or implementing a specific program or activity or other special and unique accomplishments that resulted in enhanced airport safety. Possible reasons for recognition may include:

- accomplishments of an airport sponsored Airport Action Group or Airport Safety Committee in programs that clearly improved or enhanced airport safety.
- establishment of airport maintenance or operational procedures or special programs which are designed to, or have the effect of, significantly increasing safety at the airport.
- establishment of airport training or educational programs (such as control of ground vehicles, airport rescue and firefighting training programs, airport self-inspection programs, etc.) that

deserve special recognition because of their ongoing enhancement of airport safety.

- recognition of an unusual or special accomplishment at a certificated airport (exceeding the requirements of FAR Part 139) that will enhance airport safety and serve as an incentive for other airports to accomplish similar safety enhancements.
- recognition of accomplishments at a general aviation airport that will enhance airport safety and serve as an incentive for other general aviation airports to accomplish similar safety enhancements.

Nominations will be reviewed at the regional level to determine whether the nominee should receive regional recognition. The regional winners will be in two categories - General Aviation and Commercial Service. The regional awards may be presented at anytime during the calendar year. In the fall of the year a FAA Regional Airports Division panel will review those recipients of regional airport safety awards and recommend one nominee to receive national recognition.

This is an excellent opportunity to have our airports recognized for their worthy safety accomplishments and programs.

Nominations should be submitted to the FAA Airports Field Office, 2000 University Drive, Bismarck, North Dakota 58504.



Bismarck-Mandan CVB
NDAC Acct
P.O. Box 2274
Bismarck, ND 58502

FROM THE NORTH DAKOTA AFSS

Bob Fishman, FAA Air Traffic Manager

I look at fall as one of my most enjoyable seasons (with goose and deer hunting and finally ice fishing). I really enjoy being jammed into a smoke-filled ice house with three other damp and smelly flannel shirts - one of my companions will invariably have a cigar stuck in his face. Crawling out of a warm bed at 4 a.m., driving 90 miles, spending 12 hours staring into a hole filled with freezing water and no fish - how can you not love it?

There has been a significant change in our TIBS (Telephone Information Briefing Service) recordings. So that we may update our recordings more quickly, we have added a TIBS recording that has only **FLIGHT PRECAUTIONS AND A WEATHER SYNOPSIS**; included will be current SIGMETs, AIRMETS, Center Weather Advisories, Severe Weather Watches and Warnings, and reported or forecast adverse conditions. This new recording shall be added to the Main Menu (#*636); a closing statement on each TIBS will include a statement urging you to press

“pound, star, star, 99 (#* * 99)” to contact a pilot weather briefer to obtain these adverse conditions, synopsis or NOTAM’s. This information will be eliminated from the four original recordings for each quadrant of the state so please remember that after you listen to the recording for your requested area, you must then hit “#* * 99” for a weather briefer or press “pound, star, 205 (#* 205)” to receive the information mentioned above. Statistics indicate that our briefers answer the phones in less than 20 seconds 95% of the time and in less than 1 minute 99% of the time so why not use “pound, star, star, 99 (#* * 99)” and get a live briefing from our specialists who are trained to interpret that data for you. Please keep in mind listening to a TIBS recording does not constitute a pilot weather brief.

As always, if you have any questions, concerns, comments, or would like to just stop in to say hello, please contact me at (701) 772-7489 during administrative hours. Have a great season!

- PAMA NEWBRIEFS -

Dwight Pladson, President
NDPAMA

Greetings people:

The winds of fall are bringing that arctic cold in time to find the winterization kits, engine covers and the like. For those of you with the electrical plug in heaters it might be wise to consult your local shop just to make sure there are no broken or shorted wires that could have a shocking experience on your shorts! You know that forced air preheaters should have new fuel installed. Take a minute to check the igniter system, and clean the mouse nest from inside. Never leave a preheater running unattended.

Things for the symposium are taking shape. If you know of someone with a desire to have a booth at the symposium give me a call at 701-523-5598 and I will get a contract to them. PAMA has openings for speakers for seminars or product use. If you so desire to speak, please feel free to call me and we will set up the times.

Remember the F.A.A. is part of a kinder and gentler world now.

Happy Halloween, Thanksgiving, and Christmas.



Who's Minding The Airport

Mark J. Holzer
ND Aeronautics Commission

Ever wonder when you land at an airport as to whose looking after the place?

Well, as the truth is known, North Dakota has 100 public-use airports of which only 8 (BIS, FAR, GFK, MOT, DVK, JMS, ISN, DIK) has full-time paid managers.

The management at the other 92 general aviation airports donate alot of time and labor. Your local 5-person airport authority or airport committee is an unpaid salary position. The love of flying and/or dedication to the community is the reason for airport authority members serving on the board. As appointed by city councils, the airport authority board member gets to take grief of everyday airport operations like meeting EPA fueling standards, dealing with airport tenants, coordinating snow removal, initiating airport construction projects, and acting as the safety watchdog.

So, ask your airport authority if you can pitch-in with some of the labor this fall like painting runway markers, fixing lights, cutting grass, filling holes or whatever! Your airport is a community investment that depends largely on donations of manpower.

Over the last three months, we had zero phone call **complaints** from pilots on airport safety problems. We had asked in the last issue of the Quarterly for anonymous callers to report safety con-

THE ICEMAN COMETH

John G. Vold, Aviation Safety Inspector
FAA - FSDO

A quick glance at the calendar, sports page, or more appropriately outdoors tells us fall is in the air with winter just around the bend.

Winter flying can adversely affect flight operations. Fast moving fronts, strong gusty winds, blowing and drifting snow, and icing are just some of the conditions that require careful planning in order to minimize its effects. The scope of this article centers on structural icing.

Regionally, the most dangerous icing conditions are found in the fall and spring as the winter air is normally too cold to contain heavy concentrations of moisture necessary for icing.

Here are a few specific points to remember:

1. Before takeoff, check weather for possible icing along your planned route. Check PIREPS and, if possible, talk with other pilots who have flown along your proposed route.

2. There must be visible moisture and the OAT near 0°C or colder for structural icing to form.

3. Always remove frost or ice from airfoils before attempting takeoff.

4. Avoid when possible taxiing or taking off through mud, water or slush.

5. When climbing out through an icing layer, use a little faster than normal airspeed.

6. Use deice or anti-ice equipment when accumulation of ice is not too great.

7. In stratiform clouds, you can likely alleviate icing by changing to a flight level with above freezing temperatures or to one colder than -10°C.

8. Avoid cumuliform clouds if at all possible. Most rapid clear ice accumulation is usually between temps of 0°C to -15°C.

9. Remember the loss of aerodynamic efficiency and performance when coated with ice. Do not procrastinate on changing altitudes or routes.

In closing, icing is where you find it. Forecasters can identify regions in which icing is possible. However, the only confirmation of the existence or absence of icing comes from pilots. Help your fellow pilot and the weather service by sending PIREPS.

cerns. It assures us that our airports are meeting pilot demands.

The Aeronautics Commission congratulates all the airport management personnel for their hard work and dedication towards safety. Without their efforts, aviators couldn't take advantage of these 100 airport facilities to generate flight enjoyment and their business opportunities.

NDAAA Fall Meeting Overview

Cynthia Schreiber-Beck

The fall meeting of the NDAAA, arranged by Karen & Jim Plath, with assistance from Norma & Don Plath, was held at the Leonard, ND golf course clubhouse on September 10, 1990. The days events began at 9:00 a.m. with golf or trap shooting followed by a delicious meal sponsored by Mobay, Sandoz, West Central Chemical, Wilbur Ellis, ATO Chem, FMC, Ciba Geigy, Rohm & Haas, Rosen's and Tri-State Aviation. The following items were discussed, presented or acted upon at the 1:30 p.m. meeting presided over by President Cameron Wischer:

1. Display
 - a. Displayed at Sugarbeet Institute
 - b. Will display at ND Ag Show
2. ND Ag Coalition
 - a. John Halldorson reported no activity
3. FAX Machine for NDAAA President, tabled
4. Education Report
 - a. Curriculum guides are available
 - b. NDAAA will be at ND Education Association Convention in Minot, October 17-19, 1990
5. FAA Report - Mike Beiriger
 - a. No change in Anti-drug Law, is in committee
 - b. Mode C for Fargo was rescinded; published July 23, 1990 in Federal Register
6. ND Dept of Agriculture Report - Jack Peterson
 - a. Complaints were down
 - b. Bee Hotline had frequent use
 - c. Applicators should report non-registered hives
 - d. Posting was discussed
 - e. \$500 to Ag Dept. was returned, NDAAA will pay for bills in near future
 - f. Pesticide Control Board - looking at 2 pilot programs for disposal of triple rinsed containers
7. Right-of-way Licensing was discussed with Greg Dahl of Extension Service

8. MEAL Ticket - J.B. Lindquist
 - a. Motion passed to meet with Aeronautics Commission in regard to feasibility of MEAL Ticket
 9. Verified Report of Loss
 - a. "Of notifying customers of their rights" - was discussed, will be further work done
 10. Bob Simmers of NDA Council discussed the probability of securing Paul Harvey for money making event during March Symposium - the council will discuss it further
 11. Ron Deck, NAAA President spoke on current events in NAAA
 12. Motion passed to ask Leland Snow to speak at March Convention
- The evening meal at the Runk's Chateau Ranch, near Leonard, was attended by forty-seven members and guests. Sharp shooters of the day were Scott Thompson (1st), Ron Deck (2nd) and Marlin Ingebretson (3rd). Al Oberembt, Hoescht-Roussel, sponsored and managed the trap shoot. No golf scores were turned in, apparently everyone was too busy during the spray season to improve their game!

FLIGHT PLANNING

The NDAAA will exhibit at the ND Agricultural Association Annual Conference, Short Course & Trade Show, November 18-20, 1990 at the Bison Sports Arena, NDSU, Fargo. Volunteers are needed to work the booth. Please call President Cameron Wischer at 484-5389 or Vice-President Randy Lahren at 428-3197, if you are available to assist.

The NAAA National Convention scheduled for December 3-6, 1990 in Reno, NV is just over the horizon. Room reservations at Bally's can be made by calling 1-800-648-5080. North Dakota representatives at the convention is a must. Detailed registration and convention information is contained in the August/September issue of "Agricultural Aviation".

Leland Snow, designer/manufacturer of the Air Tractor, will be a guest speaker at the annual meeting held in conjunction with the Upper Midwest Aviation Symposium March 4-6, 1991 in Bismarck. He is an avid promoter of the industry, plan to attend.

North Dakota Flying Farmers

Delores Mirehouse
Sally Pfeiffer

The 43rd Annual NDDFF Convention, September 28-30, at the Townhouse Motor Inn, Grand Forks, ND, was attended by 82 people from Sweden, Mexico, North Dakota, South Dakota, Minnesota, Nebraska, Wisconsin, Texas, Manitoba and Saskatchewan.

International Flying Farmers were represented by IFF Queen Joan Adams and her husband Jim from Corpus Christi, Texas and IFF Secretary, Jack Woods and his wife Faye from Elgin, Manitoba, and Region Five Director, Owen Richardson and his wife Margaret from Wisconsin. The visiting Queens were Lois Ingle, South Dakota, Verna Arnold, Manitoba and Barbara Danielson from Minnesota.

The convention included tours of the UND Aviation Department, the Aerospace Center and the Automated FSS. Foreign exchange student, Karin Karrlson from Sweden spoke to the group following the business meeting. Entertainment for the noon luncheon was ventriloquist, Glory Fladland with 'Grandma's Apron and Uncle Art's Underwear'. The evening banquet included installation of the new officers: President, Arlyn Kraft; Vice President, Bill Stramer; Secretary, Roger Pfeiffer; Treasurer, Yvonne McLeish; and Man and Woman of the Year, Roger and Sally Pfeiffer. Special guests for the evening were 'Ole and Lena'. A beautiful worship in word and song was held Sunday morning led by Mel Nelson and Darlene Holien.

A special thank you to all who helped to put together this great convention and a very special thank you to the First National Bank, Grand Forks, Ostlund Chemical, Fargo, and the Farmer's Elevator of Braddock for their support.



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