

Aviation Quarterly

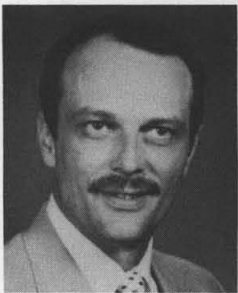
Issue # 16

NDAC

OCTOBER, 1991

Ness Elected To National Post

Jack K. Daniels, Chairman of the North Dakota Aeronautics Commission along with Bob Warner, Executive Vice-President, National Association of State Aviation Officials (NASAO) announced that Gary R. Ness, Director of the N.D. Aeronau-



Gary R. Ness

tics Commission, has been elected by the organization as their National Treasurer and member of the 4-person Executive Committee.

NASAO represents the aviation agencies in all states, along with Puerto Rico and Guam. The primary purpose of NASAO is to foster and encourage cooperation and mutual aid among states, as well as federal and local governments. NASAO's objective is the promotion of adequate aviation services and facilities for the entire United States public.

1992 Convention Update

Bob Simmers, Past Chairman
ND Aviation Council

It seems that we just finish one convention and it is time to start work on another one. We have some new ideas for next year, but we always need more. Your input is vital to the success of the symposium, for it is your convention and we need to know what you want to see and hear. If you have some ideas that you think will better the convention, please contact one of your council representatives.

We are planning again to make Monday and Tuesday very busy days. We are scheduling a chili cook-off for the Monday evening mixer and hope to have the exhibitors as the cooks, and a special guest as the judge and jury. It should be a blast.

Along with other festivities and classes we are planning on moving the awards banquet up to Tuesday night. Some have said that they could not stick around for the Wednesday evening social, so now there will be no excuse for there not being over 350 at the banquet. This promises to be an improved social with exhibitor and speaker participation too.

This may be a little premature, but you may want to start making your plans now and call the Radisson to make your reservations. A good time is sure to be had by all.

Is It Time?

Cynthia Schreiber-Beck
Chairman, ND Aviation Council

Twice Paul Harvey has promoted aviation education in North Dakota in his broadcasts. Is it time for everyone involved in the industry to make an effort to promote aviation through education in their area? I hope the answer is yes because no one is going to do it for us.

In North Dakota there are 117,134 students enrolled in the 466 public schools and 7,329 pupils attending the 61 private schools across the state. The largest of the 268 school districts are: Bismarck - 10,625 students; Fargo - 10,339 students; Grand Forks - 9,227 students; Minot - 7,985 students; and West Fargo - 4,267 students. Teaching these students, grades K - 12, are 7,035 full-time educators. Given those numbers, are the 3,300 registered airmen in North Dakota willing to work with 38 students during this school year, or interest two educators in promoting aviation in their classrooms? Again, I hope the answer is yes because no one is going to do it for us.

For aviation education to get off the ground this year it is going to take some

immediate planning and action. The school year is already here and besides taking the time to convince yourself it is the right thing to do, it is necessary to contact an area school and get your foot in the door. An excellent elementary level presentation tool, the "International Air Age Education Packet" is available from Cessna Aircraft Center, Service Parts Center - Diana, P.O. Box 7704, Wichita, KS 67277, (\$2 each for an order of 19 or less, \$1 each for 20 or more). The packet is designed for educators and has numerous posters which are worth a thousand words. Aviation education materials are available for all grade levels but a pilot, interacting with students, is far more educational than supplying materials. Schools are just one avenue of aviation education; planning airshows, working with scout troops or 4-H Clubs, promoting your local airport to the citizens, and demonstrating the positive aspects of aviation for your community are all avenues to explore and pursue. Is this too much of an undertaking for the airmen of North Dakota? Very simply, the answer is no, now is the time.



Civil Air Patrol Searches for Pioneer Members

Catherine M. Breu

Director of Public Affairs - N.D. Wing - CAP

The search is on in North Dakota and throughout the nation to locate Civil Air Patrol's Pioneers. These Pioneers were the first members of Civil Air Patrol (CAP), which marks its 50th Anniversary in 1991.

On December 1, 1941, Congress created the CAP, a group of civilian aviators who volunteered their skills and aircraft to assist the military in the defense of this country. Less than a week later, the Japanese attacked Pearl Harbor and the United States entered into a second World War. CAP members

spent many hours flying over coastal water, spotting more than 170 enemy submarines which were ravaging the merchant shipping industry. Through the use of bombs and depth charges, CAP was credited with sinking two and summoning military bombers which destroyed many more. In addition to coastal flights, the CAP flew other numerous missions including border patrol, anti-sabotage observation flights over pipeline and powerlines and waterways, forest patrol, and courier flights.

Today, the CAP is hoping to track down these volunteer heroes and thank them for their service to our country. Civil Air Patrol is looking for both Charter Members, those who were in CAP on December 1, 1941, and Founding Members, those who joined in the year following through December 1, 1942. If you are a CAP Pioneer or know someone who might be, please contact the North Dakota Wing Headquarters Civil Air Patrol at (701) 663-5956 or at P.O. Box 400, Mandan, North Dakota 58554-0400.

The 99's In Action

One of the meetings of the 99's this summer had a dual purpose. It served as the monthly meeting and as part of the safety mission — painting and marking Rolette's Municipal Airport. Once a year a call is made to the Aeronautics Commission to see if any airport in the state needs repainting. This annual project is undertaken to promote safety and because it's a good time for those that participate. The only things provided for the 99's are paint and generally a noon meal. However, they do get the satisfaction of viewing the job on their way out of town as they fly away at the end of the day.



Rolette runway painting crew — N.D. 99's — Shirley Frost, Minot; Gwen Vasenden, Fertile, MN.; Lorraine Boehler, Bismarck; Wynola Eide, Mandan; Beth Lucy, Jamestown; Dianne Herr, Turtle Lake.



Left to Right: Dianne Herr, Beth Lucy, Gwen Vasenden, Lorraine Boehler, Shirley Frost, Wynola Eide.



North Dakota Aviation Quarterly
Official Publication
of the

North Dakota Aviation Council
Editor/Publisher: Greg Haug

Phone (701) 222-6502

P.O. Box 991

Bismarck, ND 58502

North Dakota Aviation Council
Board Members 91/92

Cynthia Schreiber-Beck Chairman
Darrell Lewis NDPA Vice Chairman
Roger Pfeiffer Secretary
Helen Walkinshaw NDPA Treasurer
Bob Simmers NDAA Past Chairman
J.B. Lindquist NDAA Lobbyist
Dave Miller AAND
Jim Lawler AAND
Marlin Haberstroh NDAAA
Richard Ring NDAAA
William Stramer NDFF
Jim McLeish NDFF
Dan Kasowski NDPAMA
David Sahl NDPAMA
Gary Ness AERO/COMM

North Dakota Aviation Quarterly

Published Jan/Apr/July/Oct

Send Address Changes To North Dakota
Aviation Quarterly, C/O Greg Haug, P.O.
Box 991, Bismarck, ND 58502.



FROM THE DIRECTOR'S CHAIR

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

I had planned to write about the fate of aviation in this state and nation when a letter came across my desk. The original was addressed to Senators Burdick and Conrad and Representative Dorgan and it outlines the problem exactly. This is a focus of the issue all of us in aviation need to address and act upon.

Dear Sir:

You no doubt know the impact General Aviation plays in North Dakota. One of the country's largest flying schools, the University of North Dakota operates in Grand Forks; the Dakota AeroTech is here in Fargo; and other institutions and private businesses rely heavily on General Aviation for their successful day-to-day operations. Imagine a farmer who cannot call on a crop duster; an emergency patient who cannot get an air ambulance from rural North Dakota or Minnesota to one of our major medical centers; a power company who cannot inspect power lines or a forest fire bomber that cannot get in to fight the fire; imagine how much less willing company executives will be to travel great distances to look for manufacturing sites in North Dakota without a plane; indeed, think of how much more work a political campaign might be without General Aviation...

Until the late 70's, the United States was the largest builder of General Aviation aircraft in the world bar none. We produced well over 15,000 units per year for a good part of that decade, a

good portion of which were exported overseas to help balance trade. Thousands of jobs in Kansas, Pennsylvania, Florida, and elsewhere relied on General Aviation. Over 800,000 pilots existed in the pool that flew the planes, providing a tremendous resource for all commercial operations, including the airlines. Flying was for everyone because it was affordable. The United States was the aviation center of the world.

Today holds a very different picture. In just ten years, we've lost 100,000 pilots and aircraft production has dropped to 1,500 units per year; thousands of jobs have been lost and we are now importing large numbers of aircraft from foreign countries. Mooney aircraft is owned by the French; Cessna (formerly the largest producer of light aircraft worldwide) has quit building piston-engine aircraft; piper (maker of the famous piper Cub) is struggling to stay afloat; Beechcraft's production is way down.

The picture painted above is due to cost ... aviation costs have far exceeded the inflation rate over the past decade. A spark plug is \$12.00; a gallon of fuel \$2.00; an hour of flying time (min.) \$30.00. The cost of a new plane (Cessna 150) in 1969 was \$10,000, if one could be bought today it would be in excess of \$70- or 80,000. Airplanes that went for \$30,000 back then are now \$250,000. These costs are what keep the number of pilots down, the number of airplanes sold down, the number of jobs down, and the number of exported planes down. Why?

Though other things have contributed, product liability expense has been the overwhelming common denominator in General Aviation's demise. Cessna quit producing piston planes because of the exposure and Beechcraft pointed out that \$80,000 of the cost of one of its planes is liability expense. In ten years, liability costs have risen from \$24 million dollars to \$210 million dollars. (Divide that out and you find in the late 70's, \$1,400 of the average plane's cost was liability ... ten years later it is \$140,000 per plane). All this constitutes a form of rape of the aircraft industry. Rape of jobs, rape of pilot training, rape of opportunity for the average individual to fly, and rape of this country's ability to compete on the world economy.

All for what? The airplanes have not become less safe. Safety is up from ten years ago and continues to get better. We in the aviation community are do-

ing all we can and more to keep the skies safe; we are only being hamstrung by legions of lawyers out to make a buck in the name of justice (cash only, please).

The liability crisis, as it has been called in several industries, has already hit one industry that is sensitive to cost (GA). The future holds no better. Without limitations placed, other areas of manufacturing, medicine, human services, and so forth will experience the devastation we in General Aviation feel now. We're just a barometer of coming things.

I'm aware of the efforts of the Association of Trial Lawyers of America (ATLA) to derail this legislation. No doubt they speak freely of the injustice done when a plaintiff cannot recover their due (with all kinds of backing for the reasons). While listening to their reasoning, though, please consider the injustices done to the thousands of workers Cessna idled when they quit building airplanes. The injustices done to the thousands of pilots who've quit flying because they were only middle-class. The injustice done to the Dakota AeroTech graduate who must move to another state because not enough aviation jobs are in North Dakota. The injustice done to the kid standing by the airport fence who dearly wants to fly but can't because of the cost.

In all industries, tort reform needs to be examined. This bill, by senator Kassebaum, is a definite move forward. We must limit the ability of a plaintiff/lawyer to extract excessive monies from corporations and/or individuals if we are to remain competitive worldwide. Arguments against reform and example cases bring tears to the eyes, but all too often defendants are named who don't belong (those with the "deep pockets") and cases are brought to court where blatant and obvious fraud is intended. In Europe, where this problem has not reached nearly the level experienced here, they are already reforming liability because they know what it can do (no doubt by watching us). We've got to do something.

I urge you to help us in the General Aviation community and beyond to co-sponsor the bill S. 645. This thing has snowballed far enough; without it, we'll all be in a world of hurt.

After you absorb the content and evaluate the effect, please contact your Senator(s) and Representative(s) of choice in Washington to discuss this issue.

Tips For A Safe Fly-In

By Les Ellingson
APPM Fargo FSDO

During the summer months, a very good way of promoting and fostering general aviation in your community is to arrange for a Sunday Fly-In. If you have ever assisted in organizing a fly-in you probably realize the work that goes into it. But the fellowship of fellow pilots can be most rewarding.

Here are a few ideas and tips I have experienced in conducting fly-ins in my previous years of being an F.B.O.

* Start planning early and form a committee to solicit adequate personnel. Break up the committee into groups and delegate each to certain responsibilities.

* Appoint someone to monitor the unicom frequency continuously for arriving and departing aircraft.

* If at a small airport where a common unicom frequency has not been established, one suggestion would be to use a handheld radio for airport traffic information.

* Utilize careful selection of proper parking areas for aircraft and automobiles. Provide assistance in aircraft and automobile parking.

* Establish a means of policing the aircraft parking area to avoid spectators from getting in the way of moving

aircraft. Snow fence works great for this.

* Provide a displayed means for and encourage weather briefings before pilots depart.

* Appoint a safety minded person to act as Safety Officer to supervise flight operations, since at each fly-in someone usually decides to put on a thrilling performance.

* Check with the F.B.O. airport/city commission to assure that adequate insurance coverage for the special event has been obtained.

* Publish in your flyers the traffic patterns altitudes and special arrival procedures at your airport. Also, inform pilots to bring their own tiedowns.

* Remember, if you are planning an "airshow" event, you must obtain a waiver and coordinate with your Flight Standards District Office. We encourage you to do this early, preferable 45 days in advance. Fly-ins alone do not require special waivers or coordination with the FSDO.

If you are planning an aviation event, airshow or fly-in, give me a call at 701-232-8949. I would love to come and join you and get acquainted.

Have a safe and happy fly-in!!!!!!

From The North Dakota AFSS

Bob Fishman
FAA Air Traffic Manager

As we ease into winter operations, it is worth noting that there is someone out here who is ready to help on a moment's notice. We here at the AFSS are preparing for those changes which we know are just around the corner. Freezing precipitation, icing, braking-action reports, snow removal NOTAMS, severe weather warnings and many other aspects of winter flying will soon become part of our routine.

One of the things we do to try and stay ahead of changing conditions is to provide you with an opportunity to meet with us in person. You can then ask those questions that have been on your mind. We call this program "Operation Take-off." The next meeting will take place on Wednesday, November 20, at 7 p.m., at the AFSS. Everyone is welcome to stop in and join us in a presentation on winter operations. If you haven't visited with us before, you will be able to tour our facility after the presentation.

Since I realize not everyone can drop in and visit us, I would like to remind you that those same questions can be answered at any time by our personnel on duty 24-hours a day here at the AFSS. Our 1-800-WX-BRIEF number is toll free in North Dakota, and our local number (701) 772-7201 is available should you choose to make a call at your expense from anywhere in the country.

Other areas that may be of interest to you such as in-flight services, emergency services, transborder services, flight planning/filing services, pre-stored flight plan service and many more can be discussed and explained if you just give us a call. Of course, if you ever have any questions or concerns, please call me at (701) 772-7489. Fly safe!

How To Spot A Drug Smuggler

Help United States Customs nab airborne smugglers, and you'll be a hero in the war on drugs.

A code number system guarantees your anonymity; and Customs pays up to \$2,500 cash for your tip, or up to \$250,000 for a documented confidential source.

Be alert. Be suspicious. Here's what to watch for:

- Low altitude with sudden climb near established airport.
- No radio response when challenged.
- Seats missing from aircraft.
- Aircraft windows covered.
- Many containers inside the aircraft including boxes, plastic bags, duffel bags.
- No lights flying or landing after dark.
- Trucks, campers, or vans waiting near area suitable for landing and often equipped with radios to communicate with aircraft.

- Refueling from drums of fuel or from the backs of trucks.
- Evidence of operating from dirt strips — chipped paint, muddy wheels, dirty aircraft, beat-up props.
- Strong odors, such as perfume, used to cover the scent of marijuana.
- Over-inflated air shocks and over-sized tires, for larger payloads.
- Altered aircraft — new paint, added doors, extra fuel tanks, changed registration numbers.
- Aircraft parked in remote location on the ramp.
- Pilot or passengers reluctant to leave the aircraft unattended during servicing.
- Large amounts of cash displayed by pilot or passenger; cash payments for fuel and services.

Report suspicious activity at once to this tollfree Customs number:

1-800-BE-ALERT

State Airport Grants Issued

N.D. Aeronautics Commission

On June 24th, the North Dakota Aeronautics Commission issued grants totaling \$185,052.80 to general aviation airports for federal matching grants, pavement rehabilitation and safety improvements. Airport locations receiving grants were:

1. Drayton	\$ 14,926.80
2. Dickinson	2,270.00
3. Garrison	23,510.00
4. Mercer Co.	4,399.00
5. Pembina	52,915.00
6. Tioga	30,000.00
7. Enderlin	9,002.00
8. West Fargo	5,000.00
9. Fessenden	980.00
10. Cooperstown	2,380.00
11. Crosby	1,010.00
12. Enderlin	2,783.00
13. Kenmare	2,070.00
14. Langdon	2,351.00
15. Leeds	1,750.00
16. Mandan	1,435.00
17. Rolla	2,235.00
18. Stanley	1,969.00
19. Leonard	1,500.00
TOTAL	\$162,485.80

The following four location will receive funds contingent upon biennium end available reserves:

1. Cando	\$5,000.00
2. Mayville	5,000.00
3. New Town	5,000.00
4. Washburn	8,567.00
TOTAL	\$23,567.00

Requests totaled \$938,927.91 from 39 airport locations. However, funds were allocated to insure no airport must close due to safety reasons at these communities.

Storm Water Permit Update

*Mark J. Holzer, Aviation Planner
ND Aeronautics Commission*

The status of the Airport Association of North Dakota's application for storm water group permit is still in limbo. The EPA has not responded to the April 10th submittal.

The State Health Department has submitted a general permit application. Once approved, it may be possible to add airports and aviation industries to this permitting authority. Individual

Passenger Facility Charges — Final Rule

*Bob Huber, Asst. Mgr. (ND/MN Div.)
FAA - Airport District Office*

The final rule (Part 158 of the Federal Aviation Regulations) adopting new regulations to establish a passenger facility charge (PFC) program was published in the Federal Register on May 29, 1991, and became effective June 28, 1991. The final rule reflects substantial and significant changes from the Notice of Proposed Rulemaking (NPRM) published in the Federal Register on February 5, 1991, and is generally being applauded by the aviation industry as a good, workable rule. Indicative of the unique spirit of cooperation employed in the formulation of the final rule was the ability of the Air Transport Association (ATA), American Association of Airport Executives (AAAE), and Airport Operators Council International Council (AOIC) to jointly come together and submit to the FAA consolidated, unified comments on the NPRM and FAA has been responsive to the comments in the final rule.

The passenger facility charge is a \$1, \$2, or \$3 fee that any commercial service airport enplaning at least 2,500 passengers annually may charge each enplaning passenger in order to generate revenue to finance eligible airport-related projects. Eligible airport-related projects should preserve or enhance safety, security, or capacity of the national air transportation system; reduce noise or mitigate impacts resulting from an airport; or furnish opportunities for enhanced competition between or among air carriers. A few of the more significant points in the PFC final rule are.

Eligible projects for which PFC revenue may be used are planning and

development projects normally eligible under AIP, noise compatibility measures even if not included in an approved FAR Part 150 study, and terminal gates and related facilities provided they are not leased exclusively for long-term periods to an air carrier.

For each one-way trip a PFC may be collected from a passenger only for the first two airports where PFC's are imposed. For each round-trip, a PFC may be collected from a passenger only for the first two enplaning airports and the last two enplaning airports where PFC's are imposed. This means the maximum any passenger would pay in PFC's for a round-trip is \$12.

A PFC may not be collected from any enplaned passenger to an essential air service (EAS) location if the carrier is receiving a subsidy to serve that route.

An airport sponsor may impose a PFC up to five years before implementing a project, thereby allowing the sponsor time to complete the project planning and formulation, such as environmental processing.

Large and medium hub airports which impose a PFC will be required to forfeit a portion (up to 50%) of their AIP entitlement funds. These forfeited funds, which could total \$180 Million or more annually, will be made available to other airports in the form of additional discretionary funds under AIP.

The airlines and their agents will be responsible for collecting the PFC's on behalf of the airport owner. For this service the airlines will be able to retain \$0.12 of each PFC collected on or before June 28, 1994, and \$0.08 of each PFC collected thereafter.

Consultation with the air carriers and FAA approval is required prior to an airport sponsor imposing a PFC or using PFC revenue.

PFC's may be used as the airport sponsor's local share for Airport Improvement Program (AIP) grants.

The above is only intended to highlight and summarize some of the PFC points. For specific and complete information on the PFC refer to the final rule itself or feel free to call the FAA Airports Field Office in Bismarck (701-250-4385) or FAA Airports District Office in Minneapolis (612-725-4221), as it is these offices that will be responsible for administering the PFC program along with the existing AIP program.

NDPA In '92

Helen Walkinshaw

The North Dakota Pilot's Association is made up of pilots just like you, and it's time to start thinking about what YOU would like to see at the 1992 Symposium.

If you have any ideas for speakers or programs for this winter's meeting, contact one of your NDPA officers. We want your input to make this the best symposium yet. We'd also love to hear from any members who would like to volunteer to help with the programming and coordinating.

Who do you contact? The following list has the names and addresses of the NDPA officers ... let them hear from you.

Rick Mercil, President
402 S. 6th #3
Grand Forks, ND 58201

Stu Bohn, Secretary
RR2 Box 3
Lark, ND 58535

Morris Thingstad, Treasurer
238 12th Ave W.
West Fargo, ND 58078

Darrell Lewis, NDAC Rep.
3015 E. Ave E
Bismarck, ND 58501

Helen Walkinshaw, NDAC Rep.
915 9th St. S. #1
Fargo, ND 58103

Pan-Am Weather Information Systems

*Roger Pfeiffer, Asst. Director
N.D. Aeronautics Commission*

After 17 months of use by pilots, the North Dakota Aeronautics Commission will continue to provide the Pan Am WeatherMation systems to the public at no charge. Surveys have been done and all pilots have requested that we continue the service.

The usage has continued to grow since installation in February of 1990. We have asked all airport managers what kind of response they would get from their local pilots if we were to discontinue the service. All responses were that the service would be greatly missed by the local and transient pilot. One of the advantages is that most pilots carry a hard copy of weather with them and this makes it a lot easier to interpret and update the weather while enroute. The flight plan filing has had a steady growth and is greatly appreciated.

We have seen over 1,000 phone modem uses per month on some units. One had as many as 4,652 separate SA requests, 226 flight plans filed and 2,218 separate terminal forecast requests in a single month. More and more state and corporate operations are installing the systems nationwide. Wisconsin has 59 units installed now and the usage is growing each month.

The North Dakota Aeronautics Commission would appreciate any comments you may have and ideas on how the system could be improved. We encourage you to keep us informed of any problems. Thus far, we have been able to rectify all problems that have been reported. The phone numbers for modem hookup to weathermation are:

Bismarck	221-6887
Devils Lake	662-6321
Dickinson	225-9848
Fargo	232-7922
Minot	838-4636
Grand Forks	772-4509
Grand Forks UND ..	746-0201
Jamestown	252-3118
Williston	572-0120

The system is there for you the pilot, use it as needed and if you have any questions contact the Aeronautics Commission at (701) 224-2748.

Loran-C Approaches

*Mark J. Holzer, Aviation Planner
ND Aeronautics Commission*

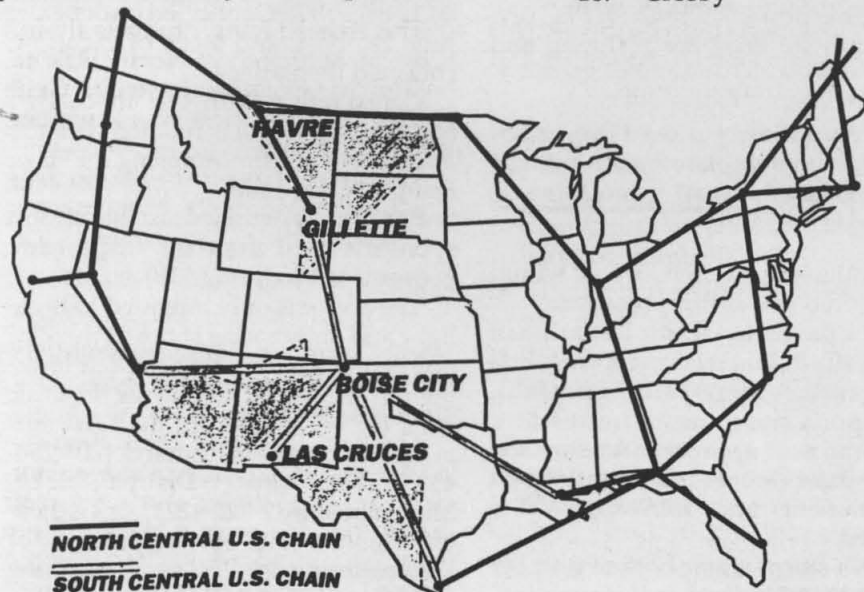
The Long Range Radio Navigation (Loran-C) Mid-Continent gap was closed this summer in a commemorating celebration held in El Paso, Texas by the U.S. Coast Guard, FAA, and members of the aviation industry.

The Mid-Continent gap was an area where the radio signals from Loran beacons are distorted and need to be connected by additional transmitters.

The North Dakota Aeronautics Commission was asked by the FAA for 10 candidate airports for initial Loran approaches. Eventually, more airports can

be added provided they qualify in terms of obstacle free airspace. A list of initial N.D. airports for Loran-C IFR approaches are:

1. Grafton
2. Wahpeton
3. Tioga
4. Cooperstown
5. Hettinger
6. Oakes
7. Watford City
8. Hillsboro
9. Harvey
10. Crosby



NORTH CENTRAL U.S. CHAIN

SOUTH CENTRAL U.S. CHAIN

Astronaut Buchli Carries CAS Flag On Shuttle

Grand Forks, ND — Astronaut James F. Buchli, a North Dakota native, carried the UND Center for Aerospace Sciences flag into space aboard the space shuttle *Discovery* on its mission in mid-September.

"We are pleased and honored that Jim Buchli offered to carry the symbol of our Center into space," said John Odegard, Dean of the Center for Aerospace Sciences. "Jim has been a strong supporter of our programs including the Center's unique Space Studies Department. We appreciate his dedication to our state and its institutions."

At Buchli's invitation, UND officials flew to Florida to observe the launch of the *Discovery* on the STS-48 mission at the Kennedy Space Center.

After the return of the CAS flag to earth, Buchli will come to Grand Forks to present the flag to University officials. The flag will be displayed in the new Earth System Science Institute building now under construction on the western edge of the UND campus. Tentative plans are that Buchli will present the flag at building dedication ceremonies in early Spring 1992.

The Earth System Science Institute (ESSI) building will house the Center for Aerospace Sciences' Space Studies and Atmospheric Sciences Departments as well as the Geography Department. Together, these units will engage in research projects dealing with climatological and environmental issues.

"It is especially appropriate that our

flag flew on this mission which deployed the Upper Atmosphere Research Satellite (UARS)," said Odegard. "Data from this satellite will provide some of the information that is used in research projects undertaken in the new ESSI building."

The CAS flag displays the CAS logo in black on a solid white background. The CAS logo with its stylized and forward leaning A and S houses a circle that represents the center or hub of learning. The open bottom of the A welcomes people into the Center for Aerospace Sciences. The diagonal created by the A and the strong horizontal lines of the S give a sense of motion reflecting today's fast moving aerospace industry.

PAMA Newsbriefs

Dan Kasowski, President
ND PAMA

WOW! Summer has come and gone already! I hope everyone had a safe and enjoyable summer.

Now that fall is officially here, days and nights are starting to cool off, leaves are falling, geese are migrating, and everyone is starting to dig out those old hats, mittens and jackets. You're probably still trying to figure out where you left that old jacket last spring, or maybe you're thinking I sure wish I had a new jacket to replace this old worn out one. Well does PAMA have a deal for you! We are currently taking orders for our new PAMA jackets. This jacket is made by Hartwell, it has a poplin body, is quilt lined, has a stand up knit collar, is gray in color, and best of all it has the ND PAMA logo (similar to the belt buckle) on the back. Better yet this jacket is simple to order, just call one of our PAMA council members and give them the size you would like. Prices for these coats are \$61.00 for M L XL and \$64.00 for XXL XXXL. There is an additional charge of \$2.50 if you would like your name on the front of your jacket. So hurry and place your orders now, we are planning on placing the orders around the 10th of November.

The 1992 Upper Midwest Aviation Symposium is scheduled for March 2, 3 and 4. Your council members are excited about this year's convention. We have already tentatively scheduled Bill O'Brian to speak the afternoon of March

2nd. Bill is the airworthiness program manager for the Federal Aviation Administration in Washington, D.C. You may have read some of his articles entitled "FAA FEEDBACK" which are printed in the Aircraft Technician magazine. Bill's presentation will be about four hours long, and will be entitled "Regulations for Professional" or "Are You Professional". I suggest everyone start making plans now to attend, we feel this will be an excellent program. We have also tentatively scheduled Ed Hamlin from NASA in Edwards, Ca. He is employed in the high performance aircraft research division and is well known for putting on some excellent presentations from NASA. So this year's list of speakers is shaping up and looking to be very exciting.

Mechanic Safety Award Program! I hope everyone is planning on submitting someone this year! Again, this is an excellent opportunity to recognize that mechanic, repairman, instrument or avionics technician for their contribution to aviation safety. We will have entry forms available in the next addition of the Quarterly. If you have any questions or want an entry form before then, please contact me.

Did I happen to mention that a PAMA jacket would make an excellent Christmas gift!! Again, hurry and order your jacket by calling one of the following people.

Dan Kasowski777-7911 work
746-8515 home
Dave Sahl237-5305 work
Karmen Johnson777-7912 work
775-2641 home
Chris McIlwain235-5305 work

Area Fly-Ins Big Success

Stu Bohn, NDPA

The Fisher Flying Products fly-in/drive-in at Edgeley, North Dakota, hosted by Darlene Jackson, Gene Hanson and Joe Neis was a winner. What fine people!

The fly-in/drive-in to the Bucking Horse Sale at Miles City, Montana, was very interesting. Parade, art show and rodeo all in one day. Something for everyone in the family.

The fly-in/drive-in at Grand Forks, North Dakota, in conjunction with the NODAK Flying Club was well attended.

The Beulah Airport Dedication fly-in/drive-in was a huge success. Hot-air balloon, helicopter, and hover-craft demonstrations were a big hit. More than two hundred excited people enjoyed airplane flights over the city.

—NDAAA Report—

Flying Farmers News

Cynthia Schreiber-Beck

BIG IRON, A BIG SUCCESS

The NDA AAA exhibit at 1991 BIG IRON was a tremendous success thanks to the members (MN, ND & SD), pattern test equipment operators, and allied industry representatives who were able to assist. According to reports, the total attendance during the three day event was 72,200 and the wet weather prior to the show was a plus since it kept the growers out of the field and at BIG IRON. Included in the exhibit were aircraft on static display, a tent, and demonstration pattern testing. The following were on static display and generated many comments and questions: a 402 Air Tractor owned by Terry Haven, Britton, SD, a 235 Piper Pawnee owned by Lyndon Thompson, Georgetown, MN, and a G-164B HP Ag Cat owned by Ron Deck, Hillsboro, ND. Incorporated into the aircraft display was the FMC "Floburator" operated by John Love and Dale Prosser of FMC. A partial 450 engine, other engine parts, the Minnesota and North Dakota Association booths, a membership listing of the South Dakota Agricultural Aviation Association, various handouts, free popcorn made by Elton Ruble of ATO CHEM and the pattern test equipment manned by Vern Hofman, NDSU, and John True, U of M, were housed in the 20' x 30' tent. A 235 Piper Pawnee owned by Cameron Wischer (flown by Dean Solum), a 450 Ag Cat owned by Jim Plath, and a 502 Air Tractor owned by Gene Martin were demonstrating pattern testing daily for crowds of up to a 1,000 people. Lynn Larson was on hand to announce during the pattern testing and also briefed the crowd about the ag aviation industry. Marlin Haberstroh, Randy Lahren and Dale Faust, with assistance from other members, were instrumental in

coordinating the aircraft involved in the show.

BIG IRON manager, Bruce Olson was very pleased with the agricultural aviation exhibit and suggested the possibility of expanding the exhibit for next year. Approximately \$2,000.00 were spent by the NDA AAA for the 1991 BIG IRON show, and many hours of time were donated by willing members. The AGRICULTURAL AVIATION exhibit was the 'high light of BIG IRON '91.

MEMBERSHIP

The NDA AAA Treasurer's office is proud to announce a membership of 145 operators and 19 associate and allied. Hopefully this is a trend that will continue for many years. All the members who had paid their dues by September 5, 1991, were on the NDA AAA 'Membership List' displayed in the booth during BIG IRON.

EDUCATION

*Prairie Public TV aired the 28 minute documentary "the Aerial Applicators Growing Role" on September 7 and 8, 1991. You can purchase the documentary by sending \$10.00 to: NAAA, 1005 E St SE, Washington, DC 20003.

*On June 11, 1991, I did a three hour presentation on agricultural aviation at an aerospace workshop for the Division of Continuing Education at the University of Nevada, Las Vegas. Fifty educators, enrolled in a three week course on aviation, attended the seminar, actually listened, and asked numerous questions about the ag aviation industry. The teachers left with a positive image of ag aviation, the curriculum materials, flags and chemical labels I brought for them.

Diane Dahl and her daughter, Karin Dahl, Cogswell, N.D. were recently crowned N.D.'s Flying Farmer Queen and Farmette at the North Dakota Flying Farmers convention held at the Doublewood Inn in Fargo, ND.

The entire Dahl family is involved in various aspects of aviation. Larry is the pilot in the family. He flies a Cessna 210 and Cessna Ag Trucks from their farm strip. He is also the owner and operator of Dahl Airspray Inc. Diane and Karin involve themselves in the business by working with customers, washing airplanes, and running errands.

Karin shares her dream in someday becoming a private pilot with her two brothers, Brian (20) and Kevin (13). Karin, a junior at Sargent Central High School in Forman, N.D., enjoys cheerleading, FHA, band and chorus, playing piano and spending time with friends. She also teaches Sunday school and is involved in her church's youth organization.

Diane has been a Flying Farmer member since 1974. She has served as both Chapter Vice President and President. She says "Being a Flying Farmer family has given her and her family a unique opportunity to travel and make wonderful flying farmer friends across the country".

She is a graduate of Concordia College, Moorhead, MN with a Bachelor of Science degree in home economics. She did graduate work in guidance and counseling at NDSU where she met her husband, Larry.

Diane and Karin will represent their Chapter at the International Flying Farmer Convention in Sacramento, California next July.

BULK RATE
U.S. POSTAGE
PAID
Bismarck, ND 58501
Permit No. 18

FORWARDING AND RETURN POSTAGE GUARANTEED.
ADDRESS CORRECTION REQUESTED.

North Dakota Aviation Quarterly
P.O. Box 991
Bismarck, North Dakota 58502