

# Aviation Quarterly

## Schafer Responds To ND Aviation Focus on Jobs and Business Climate

**Question:** General Aviation Business growth has stagnated. How can state government and businesses become partners to create more jobs in the Aviation Industry?

**Response:** State government must work together with communities and the private sector to create more jobs in North Dakota. My program is community driven, with state government providing support and resources where needed. As business grows and more jobs are created, the general aviation business will again start to grow.

**Question:** Airport construction creates jobs and maintains a safe environment for the flying public. However, state aid from the general fund has eroded from \$1.5 million in the 1981-83 biennium to \$170,000 in the 1991-93 biennium. What will your administration do to stimulate support for more state funding used to match 90/10 federal grants?

**Response:** My administration will work closely with the Legislature to set priorities for state spending. Before we can do much about increased spending in any area, more revenue must be generated or at least brought into the general fund. Safety is always a concern and will be a high priority for available funds.

**Question:** Technological advances are proving that aviation is one of the nation's leading growth industries. What measures need to be taken, at both the state and local levels, in order to attract these growing and future firms to locate in North Dakota?

**Response:** Local communities will drive our economic program, as previously discussed. The state will be there to help. We need to take advantage of

natural affiliations, such as the world-class aviation and aerospace programs at the University of North Dakota. A positive, innovative business climate, with an educated and trained labor supply, needs to be further developed.

**Question:** Considering that most air cargo operations do not need to locate in communities with high population bases to survive, what efforts do you see North Dakota undertaking to get more regional distribution activity at N.D. Airports?

**Response:** North Dakota needs to continue efforts to convince others that regional and national air cargo operations could be conducted effectively and economically in this state. A positive business climate will help in this effort.

**Question:** In state, commuter service is growing through joint ventures such as Great Lakes Airline and UND's Advance Spectrum Program which provides air service within the state. The federal essential Air Service program at Jamestown, Devils Lake and Williston has and continues to enhance the in-state commuter service. What efforts will you promote to work toward sustaining and improving scheduled commuter service within the state?

**Response:** I will encourage the continuation and growth of scheduled commuter service to connect the business centers in this state. But, the business needs to be there to justify the service. More jobs and businesses all around the state will be the key to commuter service. We will work with the federal government to keep a viable essential air service program to fill our needs until an in-state commuter network can survive on its own.

## FROM THE CHAIRPERSON

*Cynthia Schreiber-Beck  
Chairperson, NDAC*

I believe "History is Being Made," by the North Dakota Aviation Council (and for the nation, following the November 3, 1992 elections). The Council's historical feats include: the "History of Aviation" in ND project, "Aviation Ambassadors," and changing the booth arrangement in the exhibit hall at the March 1-3, 1993, Upper Midwest Aviation Symposium, "Aviation, Wings Through Time."

To update you, the "History of Aviation in North Dakota" project is making small strides but progress is evident. As you remember, the NDAC received a grant of \$1,000 from the Aeronautics Commission to assist with the costs of gathering information. Since that time, Council member Al Pietsch, project chairman, has made contact with a University History Department professor who indicated that he is very interested in the project. To top it off, with the 1993 Symposium theme, "Aviation, Wings Through Time," the Council hopes to create an awareness of the project within the aviation community. It is essential that ND aviators and aviatrixes spare a few minutes of their time to identify the aviation pioneers in their area, send their name(s) in to the Aeronautics Commission, and ensure that their local aviation pioneers are able to attend the "1993 Aviation Pioneers Rally" during the symposium.

You may wonder who the "Aviation Ambassadors" are, and why they already have historical importance. The "Aviation Ambassadors" are those of you who signed your name on a list, at the 1992 Symposium, and agreed to go out and speak about aviation if you were called upon to do so. History was made when the list was handed out to

*(Continued on page 2)*

# EAA Launches Eagle Flight Program

Neil Kovash  
NDSAA

There was a time when youngsters could bike to the local airport to watch airplanes, and dream of becoming a pilot. These days, however, children can't "hang around" for various reasons.

In order to introduce youngsters to the wonders of aviation in the '90s, EAA has launched a new program designed to give youngsters aged 8-17 an introduction to flying.

After receiving a "ground school" introduction to the principles of flight and parts of an airplane, each Young Eagle is treated to an airplane ride with an EAA member. At the conclusion of the ride, the Young Eagle is presented with a certificate and photo of the event.

All Young Eagles will be "logged" in the "world's largest logbook" at national headquarters in Oshkosh. The goal is to log 1,000,000 rides by the year 2003.

All participating pilots donate their time and expenses. Eagle Flight is available to youngsters at no cost.

## Chairperson ... (Continued from page 1)

educators at the 1992 North Dakota Education Association Conference, held in Bismarck, October 14 and 15. Not only was the list of importance but it was the first year that AVIATION was represented at the conference with a booth of their own! Carol Simmers, Roger Pfeiffer, Jim Lawler and I, (booth workers) had the opportunity to talk aviation to a large share of the 4,017 conference registrants.

In order to accommodate more exhibitors, it was either necessary to move to larger quarters, or make better use of the available space. Since the latter choice appeared more financially attractive at this time, you will see a new arrangement in the exhibit hall (thanks to Gary Ness). Therefore, with a record number of exhibitors at the 1993 Symposium, history will be made, and the attendees will have more to see, all for the same price!

The Council will continue to make history as long as the aviation community supports their efforts. Please take the time to thank your organization's Council representatives. Their only reward is being recognized for doing an outstanding job.

# Aviation Briefs

Mark J. Holzer, Planner  
ND Aeronautics Commission

**AIRPORT BILL ...** Congress passed the FAA's Airport Improvement Program grant authority prior to adjournment. The airport construction bill authorizes \$2.05 billion of fiscal 1993 nationwide.

**LANGDON ...** airport has new asphalt runway 14/32 (3600' x 60'). A new lighting system is still *under construction*. Contact AFSS on status. The old north/south runway is permanently closed.

**PASSENGER UPDATE ...** Third quarter 1992 passenger boardings are up +30.3% versus last year third quarter at seven airports in North Dakota. Fargo had biggest increase at +36.8% while Williston showed a -12.8% decrease.

**TRUST FUND ...** has a balance of \$15.58 billion in the Airport and Airway Fund at the end of August 1992.

**AIRCRAFT MANUFACTURING ...** A firm is looking at the Grand Forks Airport site to manufacture a CIRRUS five-seat turboprop aircraft. Local and state authorities are reviewing the financial package.

**FAA GRANTS ...** in 1992 totaled \$12.3 million for airport construction across North Dakota. Fifteen grants and three amendments were issued.

**STATE GRANTS ...** in 1992 totaled \$488,170.80 for general aviation and commercial service airports at 24 North Dakota communities. State grants were used primarily to secure local match for FAA grants.

**TRANSPORTATION APPROPRIATIONS BILL ...** authorized \$2 million for continuation of the Distance Learning Project at UND's Center for Aerospace Sciences, which brings aviation courses to students on other campuses via satellite television, videotape and other means.

## NASAO To Come To North Dakota

The National Association of State Aviation Officials (NASAO), the national organization of state aviation agencies, will hold its 1994 national convention in Bismarck.

The 1994 Convention is slated for September 18-21, 1994 in Bismarck. This convention normally attracts 300 to 350 aviation industry individuals from across the nation.

## CALENDAR OF EVENTS

### December 15 - 7 p.m.

FAA/FSDO Accident Prevention Program Safety Meeting  
Executive Air Taxi  
Bismarck

### December 16 - 7 p.m.

FAA/FSDO Accident Prevention Program Safety Meeting  
Air Dakota Flite  
Hettinger

### February 20-21

Winter Mountain Flying and Crash Survival  
FAA Wings Approved Safety Program  
Denver, CO  
Centennial Airport  
Seminar: Feb. 20 8 a.m. - 5 p.m.  
Mountain Checkout: Feb. 21  
Nominal Fee. For more information (303) 778-7145 or (303) 466-1718.

### March 1-3

Upper Midwest Aviation Symposium  
Radisson Inn  
Bismarck

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## FROM THE DIRECTOR'S CHAIR

*Gary R. Ness, Director  
ND Aeronautics Commission*

When we look to the future, we have to look back at history to make sure we do not error or best of all learn from what we did. That is what the Commission staff did and here is what we found:

August 24, 1986 — FAA Grant to Commission for Air Service Development and Airport Construction Planning.

August 26, 1986 — Frontier Airline ceases operations in state.

September 15, 1986 — Established Regional Airservice Committee. Linked North Dakota, Saskatchewan, Manitoba and major cities to a common cause of regional airservice needs.

October 15, 1986 — Gary R. Ness was employed as agency director succeeding Harold G. Vavra who retired after 39 years as agency head.

November 5, 1986 — Continental replaces Frontier at Bismarck, Minot and Fargo.

February 11, 1987 — 5 member Aeronautics Commission establishes portfolios to assist in policy directions.

March 3, 1988 — First State Airport Directory published since 1957.

April 1988 — Young Astronaut Program classes sponsored by agency held at 8 major cities in the state.

February 15, 1989 — Nine Pan Am WeatherMation computer systems installed across the state to assist in flight planning and safety.

June 9, 1989 — Air route between Winnipeg, Grand Forks to Denver inaugurated. This service is a direct result of regional airservice committee.

July 1989 — Established Air Cargo

Advisory Committee. Committee to study feasibility of air cargo center for North Dakota.

July 1989 — Statewide Airport Pavement evaluation concluded. This study will assist Commission in future airport funding issues and needs.

August 1989 — Co-sponsored the North Dakota Centennial Flight. All 100 public airports were visited with airmail deliveries by Stearman aircraft. (100 Airports in 100 Years).

December 28, 1989 U.S. Congress passed the reauthorization of Essential Air Service Program for 10 more years. This program assists in the airline service to Devils Lake, Jamestown and Williston.

February 21, 1990 — First aeronautical chart published since 1977.

February 28, 1991 — Airport Directory published for North Dakota.

August 1, 1991 — Great Lakes Airlines starts service in the state.

November 25, 1991 — General Aviation Committee established to help study methods to stimulate the aviation industry in the state.

May 1, 1992 — American Airlines begins service in Fargo.

October 1992 — Air Cargo report published completing study established in 1989.

When we look back and say what were the major things we have accomplished in this time frame. That's easy. The Commission completed the State Aviation System Plan as a 10-year forecast tool on the air service enhancement, airport construction, airport pavement management plan. Also completed was the Economic Impact Study which showed an annual impact of \$454 million with 6,400 jobs.

The Commission installed the WeatherMation pilot briefing stations across the state to serve the entire state through phone modem. This system not only enhances flight safety but real time weather access benefits police/sheriff, emergency services, schools and the general public as well.

What we plan for the future is a continued effort to support the industry in tort reform legislation, Worker's Comp problems and to maintain a non-burdensome regulatory atmosphere. A continued effort to assist community's support of airport facilities across the state airport system.

## Storm Water Notices

*Mark J. Holzer, Planner  
ND Aeronautics Commission*

The Airport Association of North Dakota, along with the Aeronautics Commission's assistance, has mailed out in early October to each public airport a "notice of intent" (NOI) to comply with N.D. Health Department (NDHD) regulations on storm water runoff. Each airport must inform NDHD of their plans to comply with new federal EPA rules or if they are a member of a group permit.

The NDHD shall issue a storm water permit to each airport if any industry other than agriculture is based on the airport. Numerous airports may be exempt if only agricultural businesses are on the field. By completing the NOI, the NDHD can determine the level of compliance each airport facility must accomplish.

It is suggested that airport tenants like mechanics, paint shops, air taxi, etc. co-sign the NOI so only one permit covers the airport. The ultimate responsibility may be with the industry if any pollutants are found in the annual "grab" water sampling.

A NDHD spokesman is anticipated to attend the upcoming March 1993 convention. The NDHD contact person is Jim Collins at (701) 221-5210.

## Strange Flights At Night?

If you are suspicious of a late-night flight of a transient aircraft at your airport, you can anonymously report the aircraft tail number.

Call 1-800-472-2185 or 701-221-6180, North Dakota Attorney General - Bureau of Criminal Investigation Office, to have authorities check it out. Uncontrolled airports and grass airstrips may be a target location for drug trafficking in our state.

Your cooperation will help authorities in surveillance and will impede use of our state's airports for unlawful activities.

# MERRY CHRISTMAS!

# Cold Weather and Your Electrical System

Les Ellingson, Accident Prevention Program Manager  
Federal Aviation Administration

Our area of operation is noted for having unexpected or rapid changes occurring in weather. These changes can sometimes catch us unprepared. New equipment requirements in some instances have increased the electrical load demands to a point that only peak performance of the electric system can be tolerated. Battery and electrical systems require more attention and care. A fully charged battery exposed to low temperatures may produce less than 50 percent of its rated output.

A battery that is "run down" can freeze. This not only destroys the battery, but it can also damage other parts of the aircraft due to the leaking of corrosive electrolyte.

Metal and wiring harnesses are constantly shrinking and expanding with frequent and rapid changes in temperature. Wires have been known to separate at extremely low temperatures when they have been improperly installed. Take a few extra minutes when

performing an aircraft preflight inspection and make sure the vents are free and clear of moisture elements. Radios as well as their vents, static pressure ports, pitot tubes, heater and carburetor intakes have been found full of snow and other elements.

An aircraft exposed to below freezing temperatures for a period of time usually means a cold engine, which is harder to start, and a cold battery, which is less efficient. The battery may be nearly discharged before the engine is running. With low engine RPM during runup, the alternator or generator may not produce sufficient charge to supply the battery and necessary electrical load. Electronic equipment damage can occur with a low voltage. Have you ever had your communications transmitter fail immediately after starting the engine?

A preflight inspection should also insure that all electronics and electrical equipment switches are in the off position, even master switches if equipped, before attempting to start the aircraft engine.

After the engine is running, warm it up a few minutes with all the radio switches off. This can help prevent an overload and possible failure of the electrical system by allowing the battery to receive the maximum output

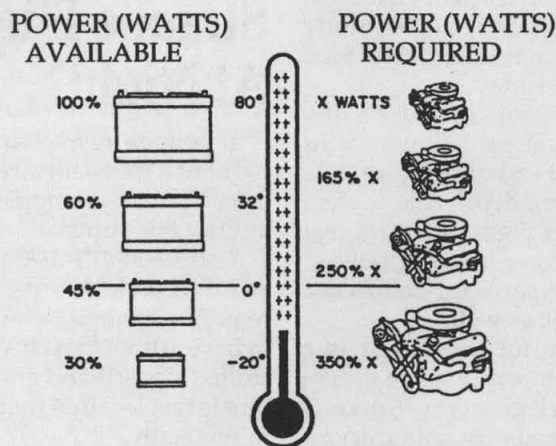
from the generator or alternator at this time.

Present day electronic manufacturers employ new methods and techniques. The equipment weighs much less, draws less power for operation from the electrical system, and generally performs more functions. Some disadvantages are that they are more complex and more susceptible to low and high voltage peaks and extreme variations in temperature. Maintenance techniques have had to be updated. Ventilation is necessary to prevent overheating in hot weather. Radio failure has also occurred at extremely low temperatures when equipment utilization can be critical.

Alternator failures reported are broken brackets, loose bolts, belts, bad bearings, and broken wires. Burned, shorted, or open contacts have occurred in voltage regulators. Unfortunately some small aircraft are not equipped with an overvoltage relay.

We sincerely hope these few suggestions will be of some help to your operation. Should you have any questions, you are urged to bring them up at safety meetings or contact the Flight Standards District Office.

The chart below shows what everybody knows from starting a car in the winter — that is, that the colder it gets the harder it is to start the engine. As you can see the power available from a battery decreases while the power required by the engine increases.



Available starting power (watts) is lost because the power-producing chemical reaction in the battery plates is slowed down by low temperatures. When you consider this effect of low temperatures you can see the importance of having plenty of starting power available to begin with.

The tremendous increase in starting power (watts) required by a cold engine is largely due to the effect of low temperatures on engine oils. This is why you should follow the manufacturer's recommendation to change oil for winter operation.

## Lawsuit Abuse — "Who Pays The Price"

At the last annual meeting the issue of liability reform was brought to the attention of the NDAC. At that time it was decided that the Council would support the efforts of the Greater North Dakota Association to review and recommend changes in the Liability Laws of North Dakota.

In response to this support by NDAC, Jack Daniels worked with the GNDA Liability Reform Committee to determine how this should be accomplished. The insert in this issue of the Quarterly is the result of those efforts.

Take time to read the insert and determine if you would care to support the work of the GNDA Committee, fill in the Response Card and send it to GNDA.

Albeit needless to say, it is no secret that we will be facing serious objections from the lawyer lobby and if we are to see some degree of success it will take the total effort of those on the "OTHER" side.

# FAA Airport Briefs

Bob Huber, Assistant Manager  
FAA - Airports District Office-Minneapolis

On September 30, 1992, we concluded a truly outstanding fiscal year for the federal airport grant-in-aid program, known as the Airport Improvement Program (AIP), in North Dakota. Fifteen grants and three multi-year amendments were issued to fourteen different North Dakota airports for a total of \$12,386,845. This represents over a 75% increase in federal grant funds to North Dakota airports when compared to the previous highest grant total, which was back in Fiscal Year 1983.

A lot of people worked very hard to make this record fiscal year program possible, including members and staff of the North Dakota Aeronautics Commission, representatives of the fourteen airports receiving the grants, and the airport engineering/consulting firms in North Dakota, but no one was more responsible or deserves more recognition for the accomplishment of this program than the two staff members of the Airports District Office in Bismarck - Hazel Blum and Milt Heupel.

The other thing that made this record-setting program possible was that airport sponsors with soundly justified airport projects had plans and specifications prepared early, had taken the initiative to bid their projects, and were ready to proceed as the federal funds became available.

As many of you are aware, the legislation authorizing the Airport Improvement Program expired on September 30, 1992. Just prior to adjourning for the elections, both the U.S. Senate and House passed a bill extending the Airport Improvement Program through September 30, 1993. As of this writing the President had not signed the bill into law, but he is expected to do so. Some of the highlights of the bill are:

- the AIP Program is authorized for Fiscal Year 1993 at a level of \$2.05 billion, (although the AIP reauthorization is for \$2.05 billion, the Fiscal Year 1993 DOT Appropriations Act sets a limit of \$1.8 billion on AIP),
- the minimum level of entitlement funds for primary commercial service airports increases to \$400,000 and the maximum increases to \$22 million,
- the percentage of the total AIP to be allocated as entitlements is reduced from 49.5% to 44% (40.5% for passenger entitlements and 3.5% for cargo entitlements),
- the set-aside for planning and

implementing noise compatibility programs is increased from 10% to 12.5%,

- the number of states allowed to participate in the state block grant program is increased from three to seven and the program is extended through 1996,

- at non-hub commercial service airports, all terminal development, even revenue-producing areas, and nonrevenue producing parking lots are eligible, and the participation rate is increased from 75% to 85%,

- makes aircraft deicing equipment and structures eligible,

- modifies and expands the Disadvantaged Business Enterprise program to include other airport consumer services.

Yes, for those of you who may have noticed, I said Airports District Office when I referred to the Bismarck office in the first paragraph of this article. The full duties, responsibilities, and authority of an Airports District Office have been returned to the Bismarck office and, therefore, the name has been formally changed from Airports Field Office to Airports District Office. It will once again have its own on-site manager, as it had up until 1981, with Ms. Irene Porter relocating to Bismarck from Chicago in mid-November and assuming the managerial duties. When you have a chance please stop in and get acquainted with Irene.

In August our Regional Airports Division mailed a customer service survey questionnaire to many of the airport sponsors and airport consultants/engineers in the Great Lakes Region, including those in North Dakota. I want to thank the many airport sponsors and consultants/engineers who took the time to complete and return the questionnaire. Your comments are invaluable as we consider ways to improve our service to the aviation community.

As I indicated, full authority as an Airport District Office has been returned to the office in Bismarck. Sadly for us in the Airports District Office in Minneapolis this will bring to an end our 11 year association with you, our aviation friends and customers in North Dakota. We will always remember the friendships and relationships that were formed, but we also know that we could not be leaving you in any better hands than the staff of the Airports District Office in Bismarck.

# Communication Is Key To Safety

Robert P. Fishman, Manager  
Grand Forks, AFSS

What do hot summer days in North Dakota and runway incursions have in common? Not that much, at least this year anyway, but they sure get your attention when they do occur.

Consider the following comments: "I was preoccupied ...", "I thought we were cleared ...", "I think I forgot to call ...". These quotes have one thing in common — they all resulted in runway incursions.

Any occurrence at an airport (controlled or uncontrolled) involving an aircraft, vehicle, person, object on the ground that creates a collision hazard or loss of separation with an aircraft taking off, landing or intending to take off/land is a runway incursion. These incidents are most often caused by errors in communications, clearances, ground navigation or positional awareness.

What can we all do to minimize the possibility of runway incursions? Obviously paying close attention and listening attentively is a good start. Having a clear understanding of all NOTAMs dealing with airport construction and lighting also helps. Another way would be to read back all clearances. In the case of extended taxi delays, only operational subjects should be discussed while the aircraft is in motion. Complete as many checklist items as possible before taxiing, or when holding short. When two pilots are on board and one or the other is off frequency, ensure that both understand any taxi instructions received while the other was off. If you are unsure of your position on the airport, ask ATC for instructions. Adhere to takeoff and runway crossing clearances in a timely manner. Inform the controller of any delay. Monitor all radio communications and be sure that you are on the appropriate frequency. Be aware that military aircraft in the area may be using UHF frequencies.

SAFETY is a team effort. Let's all work together to make aviation as safe as possible. If you have any questions, comments or concerns, please contact us at (701) 772-7489. When in the area, stop in and visit.

# Nodak Flying Club and Grand Forks Regional Airport Authority Raise Tree of Hope

If you've never heard of the Tree of Hope Program, you're missing out on a tremendous opportunity to bring a touch of happiness to terminally ill children throughout the community.

The Tree of Hope Program began in 1991 at Shefland Field in Bemidji, Minnesota. Ray and Celeste Shefland, along

with Richard Coffey, developed the Tree of Hope Program to benefit terminally ill children and their families. Last year, more than 5,000 gifts were flown in from airports all over the region to Nary National Airport where, on December 14, 1991, they were sorted by the Sheflands, their family, and friends.

The gifts were donated by pilots and citizens throughout the region and pilots gave of both their aircraft and their time to ensure the gifts arrived at Shefland Field for distribution to the University of Minnesota Variety Children's Club Hospital.

This year, the Nodak Flying Club and The Grand Forks Regional Airport Authority are erecting a Tree of Hope at the Grand Forks International Airport in the hope that area pilots and citizens will donate gifts to this very worthwhile cause.

If you would like more information about the Tree of Hope Program, please feel free to contact any of the following individuals:

Clint Rodningen  
Nodak Flying Club  
701-772-9474

Julie Arel  
GF Regional Airport Authority  
701-746-2580

Ray and Celeste Shefland  
218-751-5302

Gifts will be donated to St. Lukes Children's Hospital and United Hospital's Childlife Services. (Gifts should be left unwrapped.)



The ND Ninety-nines together with the Winnipeg Chapter were guests of the Minnesota Chapter at the Twin Town (Wahpeton-Breckenridge) Sunflower Festival in early August. Our own Cindy Schrieber-Beck, a Zonta member and supporter of the 99's organization and program, was their hostess at the Harry Stern Airport in Wahpeton.

## AAND News

Michael D. Ryan, President

The Airport Association of North Dakota is once again looking forward to having an interesting and educational program for the Upper Midwest Aviation Symposium scheduled for March 1-3, 1993. We are in the process of lining up featured speakers that will address some of the concerns of every airport in the state.

As we check our back trail for the 1992 year, we find that we have made some progress. One of the major events that will take place yet in 1992 is the establishment of an FAA Airports District Office (ADO) in Bismarck for the State of North Dakota. What this means is that we will no longer need to submit our AIP Projects to the FAA Field office in Bismarck to have them forwarded to Minneapolis and then on to Chicago for funding. We will now be on par with Minneapolis, Detroit and Chicago which should greatly speed up the pro-

cess. Irene Porter will be the new manager of the ADO in Bismarck starting November 16th and she will be one of the speakers at the Symposium.

The Airport Association has been working with the FAA Automated Flight Service Station in Grand Forks for the past year in an effort to enhance safety for all pilots and airport operations personnel in the state. I am happy to report that it appears all of the wrinkles have been ironed out so that AFSS will be able to accept written fax messages from airports when issuing NOTAMS. This means that if your airport has a fax machine you will be able to send a fax (after a letter of agreement has been signed between the GFK's AFSS and your airport) to the Grand Forks AFSS via a dedicated phone line informing them of your airport's operational condition. The AFSS in Grand Forks will send back to your airport the same fax sheet showing that the fax has been entered into the national system and how it was entered. This newly accepted form of communication

should finally give everyone the reassurance that we are all singing out of the same hymn book when relaying information as important as runway conditions at airports.

I would like to take this opportunity to thank first and foremost the management and staff at the AFSS in Grand Forks, "The #1 rated AFSS for efficiency in 1992," for having an open mind and demonstrating the willingness to work with airports in resolving this issue. I also want to thank the North Dakota Aeronautics Commission and the members of the Airport Association of North Dakota for their financial support in this project.

We will again be inviting the major air carriers to donate a pair of round trip tickets as door prizes for the symposium. This will afford each airline exposure to the aviation industry in North Dakota.

Please mark your calendars for the symposium and encourage your board members to attend. See you in March at the convention.

# Pan Am QuickGuide

The following standard weather terms can be used to access information in these systems:

TERM	FUNCTION	EXAMPLE
AC	Convective Outlook	AC GFK or AC ND
FA	Area Forecast	FA GFK or FA ND
FD	Winds Aloft Forecast	FD GFK or FD ND (for later valid times, substitute FD2 or FD3)
FT	Terminal Forecast	FT GFK or FT ND
SA	Surface Observations	SA GFK or SA ND
SD	Radar Observations	SD FAR or SD ND
UA	Pilot Report	UA GFK or UA ND
WA	AIRMET	WA GFK or WA ND
WS	SIGMET	WS GFK or WS ND
WST	Convective SIGMET	WST GFK or WST ND
WW	Severe Weather Watch Bulletin	WW (no location identifier required)

Multiple reports or states: SA GFK FAR DTL or SA MD MN MT

Up to eleven surface observations are also stored in memory. These past reports are valuable in detecting trends in the weather, and can be accessed with a number indicating how many are desired: SA8GFK

Some additional functions are:

TERM	FUNCTION	EXAMPLE
ENR	Enroute Briefing	ENR GFK DEN
FE	Extended Forecast Discussion	FE GFK or FE ND
FP	State Forecast	FP ND
FP3	State Forecast Discussion	FP3 ND
IN	Airport Information	IN GFK
NO	NOTAM Information	NO GFK or NO ND
PFP	Preliminary Flight Plan -with groundspeed for estimated time enroute	PFP GFK DEN PFP/90 GFK DEN
PILOT	Destination Briefing	PILOT DEN
RNS	Radar Narrative Summaries	RNS FAR or RNS ND
WH	Decode Airport Identifiers	WH MSO
"Flight Plan Key"	Flight Planning	fill in blanks on screen

To print reports, toggle printer on prior to typing request by using "Print On/Off" key. Toggle back off when done printing! To print a report after it has appeared on the screen, type "PR".

The following maps are also available:

- Constant Pressure Analysis ..... type "500AN" or "250AN"
- Radar Summary Chart ..... press key labelled "Radar Map"
- Satellite view ..... press function key F5  
(not available on Admin. Bldg. system)

## Significant Weather Prognostics

- Low Altitude ..... press key labelled "12/24 Prog" or "36/48 Prog"
- High Altitude ..... type "HISIGWX"
- Weather Depiction ..... press key labelled "Depict Map"

Note: Green graphics keys on right side of keyboard can be used to manipulate all map screens except satellite. To zoom beyond magnification provided by "zoom" key, press "B" key. To reduce size, press "zoom" key. For more information on how to interpret these maps, see Aviation Weather Services (AC0045).

For more information on these or additional functions available in the Pan Am systems, reference the Pan Am Weather Systems publication in the flight planning rooms or use the "HELP" function.

ex: "HELP RNS"

# Pioneer Profile

Isabelle M. Aslakson  
317 9th St. North  
New Rockford, ND 58356  
Pilot Certificate #57838 41

In 1940, Isabelle Aslakson began her flight training at Jamestown, flying an Aeronca KCA, with O.R. (Ole) Aslakson as her instructor, and later to be husband. After receiving her private certificate in 1941, Ms. Aslakson passed examinations for Ground Instructor Certificates in Meteorology, Air Navigation and Civil Air Regulations, at Fargo, in 1942. She then taught these courses in the War Training Service Program and the Cadet (Air Corps) Program, at Jamestown College, from 1942-43.

When she met Ole, has was a flight instructor for the first CPT Class at the Jamestown College. He was one of the early pilots in North Dakota, having soloed in 1931, at Webster, ND, where Bruce Wright was his instructor. Ole became the chief pilot at Jamestown College when War Training Services were conducted and when the cadets of the "Air Corps" were trained. Over a life-long career in aviation, Ole logged thousands of hours flight instructing, hunting coyotes and fox, and spraying crops in the New Rockford area.

Crop spraying became nearly the sole source of income for the Aslaksons after their move to New Rockford in 1945. They had three children, William, Kristen and Betty, and continued their business in Eddy County.

Since her involvement, Ms. Aslakson concludes that aviation has become an important factor in North Dakota agriculture through insect and weed control, crop seeding and even predator control. Also, she sees that: commercial aviation in North Dakota has made it possible to be within a few hours from other parts of the world; and aviation has become an important part of emergency medical services. As to what may benefit aviation; she believes that it would help if the number of regulations could be reduced, or if the regulations could be simplified, and adds that local communities could do more to promote aviation.

# NDAAA Update

## Calendar:

November 23-24, 1992 — North Dakota Agricultural Association 22nd Annual Crop Protection Trade Show and Short Course at the Bison Sports Arena, North Dakota State University, Fargo, ND. The NDAAA exhibit will be set up and NDAAA members will be working the show.

December 7-10, 1992 — National Agricultural Aviation Association 26th Annual Convention and Exposition, "Facing the Future," Tropicana Hotel and Pavilion, Las Vegas, Nevada. The convention will be starting at 8:30 a.m., Monday, December 7th, with a General Session on Designing Facilities for Pesticide and Fertilizer Containment. Vern Hofman, Extension Agricultural Engineer, North Dakota State University, will present information along with David W. Kammel, University of Wisconsin, Madison, WI, and Ronald T. Noyes, Oklahoma State University, Stillwater, OK. If you are planning to attend, please schedule your stay accordingly so that you are ready to be a part of the convention at 8:30 a.m., Monday.

December 25, 1992 — Christmas in North Dakota (hopefully with snow!).

February 10-11, 1993 — KFYZ Radio Ag Expo at the Bismarck Civic Center, Bismarck, ND. The NDAAA will be exhibiting at this event for the second time. It was approved by the membership at the fall board meeting to purchase pencils as a handout for this event. Bill Beeks and JB Lindquist are in charge and would appreciate a call if you are able to assist.

March 1-3, 1993 — Upper Midwest Aviation Symposium, "Aviation — Wings Through Time," Radisson Inn, Bismarck, ND. Again recertification will be offered along with speakers to support the history theme of the symposium. There will be more room for

exhibitors so you will definitely get more for your registration dollars this year.

## On the National Scene:

Gerry Beck and Ron Deck represented the NDAAA at the NAAA Fall Board Meeting in Memphis, TN, October 7-9, 1992. Along with convention planning, the board approved the following: the NAAA Budget & Finance Committee budget \$1000 per year, effective in 1993, to be donated to the National Agricultural Aviation Museum; a sale price of \$250.00 per set was established on the bound copies of the NAAA Magazine; a \$1,100 life-time NAAA membership category for pilots was established; long term financing for the NAAA office building was to be secured within 30 days, if possible with a penalty for early payment; officer nominations for 1993 included, President - John O'Connell (SD), Vice President - Leonard Felix (CO), Secretary - Wayne Slaughter (NC), Treasurer - Tim Steier (IA); and President Rick Reed (IL) announced that the new NAAA logo was done and will be introduced at the convention.

Barb Deck and Cindy Schreiber-Beck represented North Dakota at the WNAAA Fall Board Meeting held in conjunction with the NAAA meeting. Nominated for 1993 officers were: President - Liz Lind Erickson (ID), Vice-President - Mary Fullen (AZ), Secretary - Laurie Felix (CO), and Treasurer - Mickey Tinnes (CO). The 1992 raffle will be a lap top computer, printer and all the bells and whistles. Tickets are \$10 each, you do not need to be present to win, and you may purchase tickets early from Barb Deck at Hillsboro (prior to November 25, 1992). An exciting convention program will be available for all attendees, it includes: gambling lessons, a backstage tour of the Tropicana, door prizes, business information and much more. The WNAAA booth in the convention hall will have a Christmas theme, with a

number of unique items on sale, plus gift wrapping.

The 10-12 minute education video is in the works and nearing completion. As you may remember, the NDAAA donated \$1,000, and the Aeronautics Commission gave \$500, toward the development of this much needed video. Hopefully it will be completed by the convention and available at no cost, for distribution to elementary school media centers across the country. This is definitely a tool all operators/pilots will want to have in their "Talking to Students" Kit!

## Fall Meeting Report:

A note of appreciation to Marlin & Cindy Haberstroh, Sunrise Spraying Service, Lisbon, for making arrangements for the NDAAA Fall Meeting. Also, a thank you for those who were able to attend and enlighten the crowd present: Mark Holzer, Roger Pfeiffer and Gary Ness from the Aeronautics Commission; Les Ellingson, FAA FSDO Office, Fargo; Greg Dahl, NDSU Recertification and Vern Hofman, NDSU Extension; and Al Oberembt and Brett Oemichen, ND Ag Association. Loveland, Ostlund Chemical, Dow Elanco, ATO Chem, Aviation Underwriting Specialists, DuPont, Griffin, Hoechst-Roussel, Wilbur Ellis, and ICI were kind enough to assist with the expenses.

Business meeting included: to exhibit at the KFYZ Show (February) and purchase 2,000 pencils; to continue with the M.E.A.L. Ticket as the March motion stated; send \$500 to the Minnesota AAA to assist with the lawsuit costs; and for NDAAA (members) to assist at and contribute 50% of the booth costs for the Valley City Winter Show which Jon Kreidelcamp has been exhibiting at.

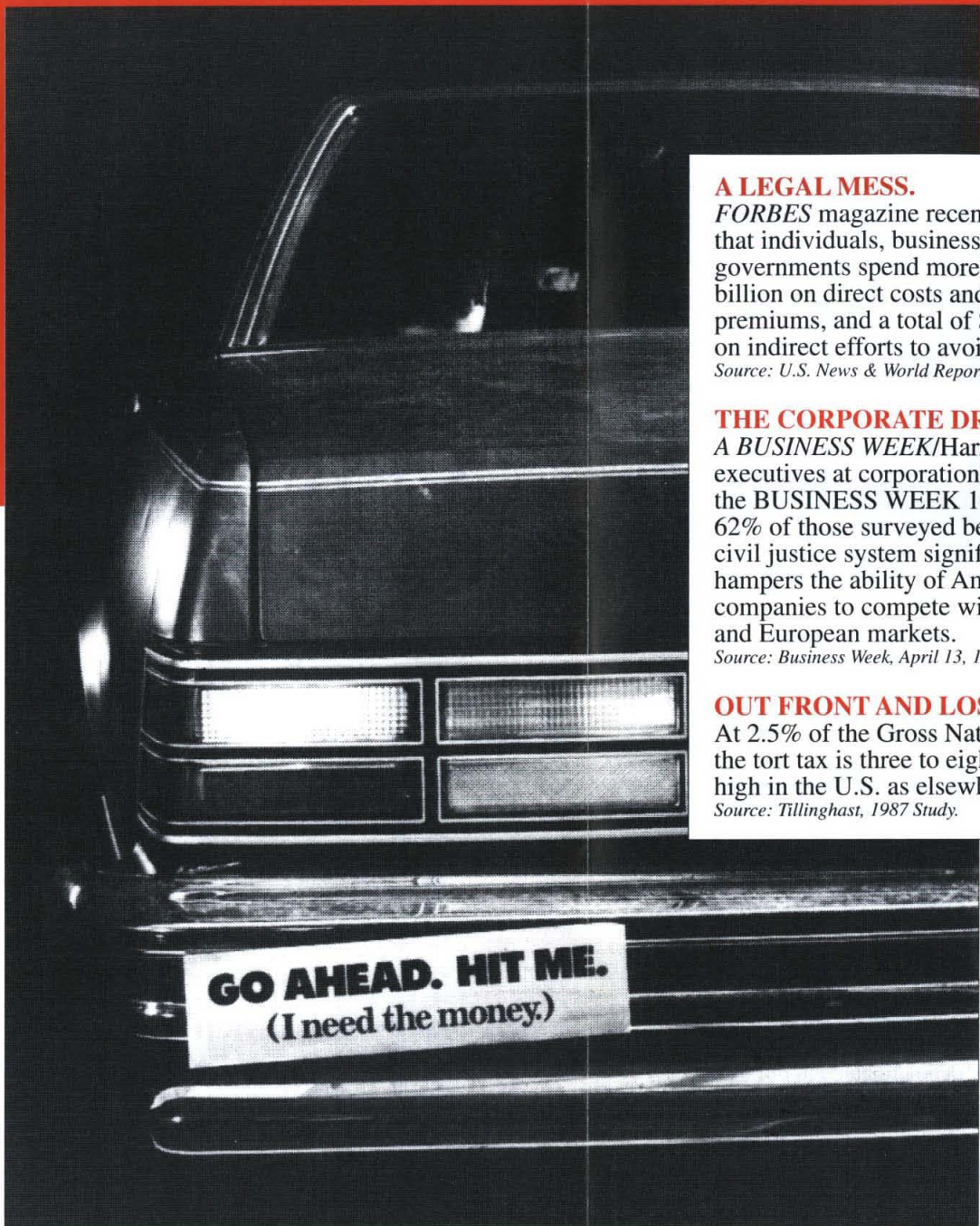
Winners of the 'Oscar Ness' golf tournament were: 1st - Elton Ruble, 2nd - Us and They and 3rd - Al Oberembt and Vern Hofman.

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**A LEGAL MESS.**

*FORBES* magazine recently estimated that individuals, businesses and governments spend more than \$80 billion on direct costs and insurance premiums, and a total of \$300 billion on indirect efforts to avoid liability.

*Source: U.S. News & World Report, Aug. 19, 1991.*

**THE CORPORATE DRAIN.**

A *BUSINESS WEEK*/Harris Poll of top executives at corporations drawn from the *BUSINESS WEEK* 1000 found 62% of those surveyed believe the U.S. civil justice system significantly hampers the ability of American companies to compete with Japanese and European markets.

*Source: Business Week, April 13, 1992.*

**OUT FRONT AND LOSING.**

At 2.5% of the Gross National Product, the tort tax is three to eight times as high in the U.S. as elsewhere.

*Source: Tillinghast, 1987 Study.*

**GO AHEAD. HIT ME.  
(I need the money.)**

**MEMBERS OF NORTH  
DAKOTA COALITION  
FOR LIABILITY  
REFORM:**

- Associated General Contractors of N.D.
- American Institute of Architects N.D. Chapter
- Greater North Dakota Association
- Industrial Development Association of N.D.
- N.D. Association of Realtors
- N.D. Aviation Association
- N.D. Aviation Council
- N.D. Beverage Retailers Association
- N.D. Farm Bureau
- N.D. Farmers Union
- N.D. Grain Dealers Association
- N.D. Hospital Association
- N.D. Hospitality Association
- N.D. Life Underwriters Association
- N.D. Medical Association
- N.D. Motor Carriers Association
- N.D. NFIB
- N.D. Optometrists Association
- N.D. Petroleum Council
- N.D. Petroleum Marketers Association
- N.D. Retail Association
- N.D. Society of Certified Public Accountants
- Professional Insurance Agents of N.D.



Greater North Dakota Association

P.O. Box 2639, Bismarck, ND 58502  
(701) 222-0929

**LAWSUIT  
ABUSE!**

**Who Pays  
The  
Price?**



American Tort Reform Association

TO RECEIVE information on tort reform at the national level, contact The American Tort Reform Association, 1212 New York Avenue, N.W., Suite 515, Washington, D.C. 20005, (202) 682-1163.

*North Dakota's Coalition For Liability Reform*

# Who Pays The Price?... "You Do!"



## PROTECT 1987 REFORMS!

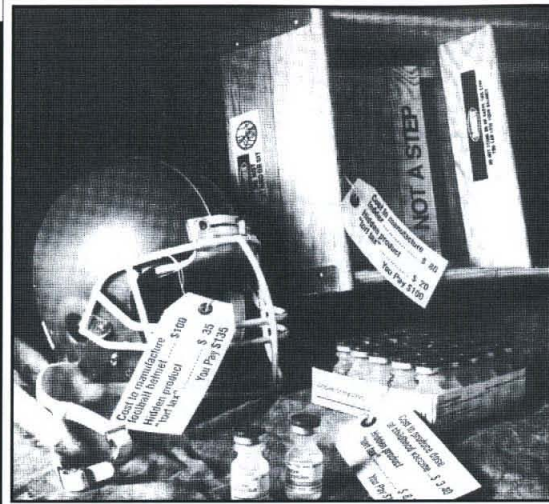
During the height of the "liability crisis," the 1987 North Dakota Legislative Assembly passed a package of legal reforms raising the standard of evidence needed to win punitive damage claims and limiting the use of "joint and several liability."

This rule of law makes each defendant in a multiple defendant suit potentially liable for all damages awarded if the other defendants are unable to pay. Persons who have some degree of fault, no matter how small, can be forced to pay 100% of all damages.

Thankfully this unjust legal device was - for the most part - thrown out in 1987. The problem we must now face is the legislation that accomplished this sensible reform expires in July 1993.

## ACTION PLAN:

The North Dakota Coalition for Liability Reform (NDCLR) is already working to ensure the 1987 liability reforms are re-enacted during the 1993 session of the North Dakota Legislative Assembly. We must protect the 1987 reforms and stay among the 30+ states that have curtailed the joint and several liability legal doctrine.



## ENACT PRODUCT LIABILITY REFORMS!

The 1987 North Dakota Legislative Session passed many positive reforms, however, the legal system for product liability cases was not significantly changed.

European and Japanese manufacturers enjoy a much more positive legal climate to develop and market new products. The product liability laws in North Dakota allow damage awards based on the concept of "pure comparative fault." This system allows a person suing to recover damages from a defendant, even if the injured person is more responsible for their own injury than the one being sued.

This legal doctrine is not used to decide any other type of liability case in North Dakota, only product cases.

## ACTION PLAN:

The NDCLR is working to pass product liability legislation during the 1993 legislative session. A rational and just product liability law encourages manufacturing job creation in North Dakota.



## ADD PUNITIVE REFORMS!

Punitive damages are paid when a jury believes the conduct of the defendant merits money be paid as punishment in addition to actual damage awards.

Several states do not allow these punitive or "exemplary" damage awards at all, 10 states cap the amount of punitive damages that can be awarded, several others require the defendant pay damages to a state fund. Eight states require a damage claim for punishment, not compensation, to be heard in a separate trial.

Medical providers and a wide range of manufacturing and business interests across the country view punitive damage losses as a potential way to be litigated out of business. Huge damage awards of this type may seldom occur, but they are devastating.

## ACTION PLAN:

The NDCLR is drafting a reform bill to tighten the circumstances in which punitive damages can be awarded. Monetary caps on punitive awards are also a focus of initial drafts. Bold proposals such as this will bring North Dakota in step with the legal reform movement across the nation.

(Tear here and return to GNDA, Box 2639, Bismarck, ND 58502.)

# RESPONSE CARD

**YES!** I'll help fight "LAWSUIT ABUSE" in NORTH DAKOTA. Contact me to write letters and make phone calls to legislators prior to, and during the 1993 session.

Name \_\_\_\_\_ Address \_\_\_\_\_  
 City/State/Zip \_\_\_\_\_ Phone (W) \_\_\_\_\_ (H) \_\_\_\_\_

Your Questions/Comments : \_\_\_\_\_