

Aviation Quarterly

Issue # 18

NDAC

SPRING, 1992

FROM THE CHAIRPERSON

*Cynthia Schreiber-Beck, Chairperson
NDAC*

Symposium '92 was reviewed at length during the April 4, 1992, NDAC meeting at the Bismarck Civic Center. The seven organizations represented deemed Symposium '92 a success as revealed in the numbers: in attendance - 420 paid, 604 total; 238 attended the Tuesday evening banquet to hear AOPA President, Phil Boyer speak and honor the award recipients; 28 exhibitors, out of 57 total exhibitors, participated in the chili cook-off; 207 students and instructors from 21 ND schools attended the Career Day coordinated by Gary Ness; 35 ND Aviation Pioneers attended the Pioneer Rally on Wednesday afternoon of the convention; and it appears that there was enough revenue to cover the convention costs, which were over \$11,000.

All those who assisted in making the convention a success; the NDAC representative, speakers, and guests, deserve credit as well as those who work at the Aeronautics Commission. If it weren't for the effort and time put forth by those who choose to become involved, there wouldn't be a convention. Remember, if their wages were doubled, the amount paid to these dedicated individuals would still be zero!

Of course, the exhibitors deserve credit for their tireless efforts to insure that everyone in attendance had an enjoyable three days. The chili cook-off, won by Mary (S & T Aircraft) and Frank (Covington), sure wound everyone up on Monday night and set the scene for a lively time the remainder of the convention. Hospitality night(s) was just that; and your acceptance of the timely closing of the hospitality rooms this year was appreciated. The exhibitors also felt that an earlier closing left them able to better serve your needs in the exhibit hall the next day!

Although the review of Symposium '92 was the main focus, other items discussed at the April 4, NDAC meeting included: updating the NDAC brochure to include the EAA; discussing the program, a possible banquet speaker, the theme (Aviation History of ND), exhibitor functions (chili cook-off revenge), legislative night, a ladies program, and the Aviation Pioneers program for the upcoming convention, March 1-3, 1993, at Bismarck; reviewing proposals for the 1994 convention; and the updating of the mailing list for the "ND Aviation Quarterly". The following were elected to NDAC positions: Roger Pfeiffer - Secretary and Jim Lawler (AAND) - Treasurer. Appointed to chair the various committees associated with the NDAC duties were: Jim Lawler (AAND) and Bill Stramer (NDFF) - Registration; David Sahl (NDPAMA) and Karmen Johnson (NDPAMA) - Public Relations; Roger Pfeiffer - Banquet; Marlin Haberstroh (NDAAA) - Exhibits; Elaine Stramer (NDFF) and Cindy Schreiber-Beck (NDAAA) - Scheduling; Greg Haug - Newsletter; Rick Ring (NDAA) - Projection Coordinator; Gary Ness - Career Day; Gordy Pearson - Job Fair; Elaine Stramer - Ladies Program; Bob

*Phil Boyer,
President of
AOPA,
shared his
enthusiasm
for aviation
and tales of
flying at
Tuesday
night's
banquet.*



Simmers, Roger Pfeiffer, and J.B. Lindquist (NDAA) - Convention Coordination; and Al Pietsch (NDAA) - Pioneer Program.

Collecting the Aviation History of North Dakota is a high priority item for the NDAC. Al Pietsch (NDAA) is chairing the committee to begin the gathering of data and Jim Lawler (AAND) is coordinating the efforts of the Airport Authorities across the state. If you want to become involved or have information to share about the history of aviation in North Dakota, please contact your local airport authority, Al Pietsch, Jim Lawler, Roger Pfeiffer at the Aeronautics Commission or me. The North Dakota Historical Society has become involved and will assist in directing the efforts of this important committee.

Governor George A. Sinner joined the Council Presidents for lunch on Wednesday noon to proclaim March "Aviation Month". The Governor was presented with plaques of appreciation from Bob Selig, Grand Forks Airport Director and Council President



Cindy Schreiber-Beck. The Governor has been a great supporter of aviation during his two terms and will be missed at the annual event.

ND Sport Aviation Association

Neil Kovash, President
NDSAA

As we all know, the General Aviation Fleet is gradually getting older and smaller due to accidents and wear and tear. Until conditions change for manufacturers of single engine aircraft, it is unlikely that we will see new aircraft coming from the factories that produced our present fleet of aircraft.

The Experimental Aircraft Association has been working with the FAA to develop a new primary category for the certification of kitbuilt/homebuilt aircraft. Upon the FAA's adoption of this category, certain kit airplanes will be eligible for type certification upon completion of a final inspection by the FAA.

Now under consideration for approval are the Kit Fox, RV3, 4 and 6 and the Glasair series. Each manufacturer is in the process of obtaining approval for their product.

The next generation of aircraft that will take its place, particularly in the training of new pilots, will very likely come from these owner-built aircraft.

These three choices range in performance from cub-type cruise/climb to cross-country performance at 300 mph in IFR conditions.

EVOLUTION

Dear Folks:

I'm sure you will be interested in these cartoons ... use 'em at no cost. Love the effort you folks are doing on my behalf.

Bob O'Hara, EAA 77223
Georgetown, CA

(Thanks, Bob, for the use of the cartoon ... this one comes under the title "a 'cartoon' is worth a thousand words.")



CALENDAR OF EVENTS

June 20 - 8 am (MT)

Fly-In Breakfast
Beulah Municipal Airport
Info: 873-4100

June 24-25 - 8 am-5 pm

FAA Aviation Mechanics
Inspector Seminar
Fargo Holiday Inn
Info: FAA FSDO 232-8949

June 28 - 8 am

Fly-In Breakfast
Restored PT-19 on display
Cavalier Municipal Airport
Info: 265-8365

June 28 - 9 am

Fly-In Breakfast
Linton Municipal Airport
Info: 254-5449 or 782-4236

June 28 - 7 am

Fly-In Breakfast
Lisbon Municipal Airport
Info: 683-5501

July 4 - 12 noon

Hatton Eielson Museum
Kick-off For Book "Polar Pilot -
The Carl Ben Eielson Story"
Info: 543-3661

July 11

ND Sport Aviation Association
Exhibition
Mandan Municipal Airport
Info: Neil Kovash 232-7119

July 19 - 7 am - 12 noon

Fly-In Pancake Breakfast
West Fargo Municipal Airport
Info: 282-0638

July 25-26

ND Air Expo
Minot International Airport
Info: 852-1277

July 31- August 6

EAA Convention
Oshkosh, WI
Info: (414) 426-4800

August 16

Radio Controlled Fly-In
Jamestown Municipal Airport
Info: 252-6466

August 22-23

EAA Fly-In
Casselton Regional Airport
Info: 347-5519

August 30

Friends and Neighbors Day
Grand Forks AFB
Info: 747-6015

September 18-20

Colorado 99's Mile High Air
Derby Speed Race
Centennial Airport, CO
Info: Linda Horn (303) 278-4435
14437 W. 32nd Ave., Golden,
CO 80401

SPECIAL EVENT:

The North Dakota Sport Aviation Association will host an exhibition at the Mandan Airport on July 11, 1992. Homebuilt aircraft will be on display throughout the afternoon, and FAA members will be on hand to discuss flying and building.

Anyone interested in aviation is invited to attend, and EAA'ers from central and western North Dakota are particularly invited to attend.

Food will be available, both at noon and in the evening.

North Dakota Aviation Quarterly Official Publication of the

**North Dakota Aviation Council
Editor/Publisher: Greg Haug**

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P.O. Box 991
Bismarck, ND 58502

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**North Dakota Aviation Quarterly
Published Winter/Spring/Summer/Fall**
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
ND Aeronautics Commission

The "March Gathering of Eagles" was a treat this year. The highlights were many and varied. The best of all was the operators, (NDAA), who held a meeting in a room larger than a phone booth. The appearance of 12 members at the business meeting shows that the grass roots of the aviation industry, the FBO's, are interested and becoming active again after a short absence from the activities. Congratulations to Al Pietsch who was elected President of the NDAA for 1992.



High school students packed the convention's General Session Hall to hear of the opportunities in the many fields of aviation at Career Day.

The "Career Day" was well attended and supported. 209 students from 27 different communities from St. Thomas to Scranton attended. Robert Palmby and Rick Mercil did a tremendous job in giving the students the aviation story. The seven institutions of higher education were in attendance to help the attendees with their interest level. The "Snowbird" Lt. Col. D.E. (Yogi) Hugghebaert gave me an oppor-

tunity to swap flying lies with a pro. I'm still in wonder of the group's abilities flying the "Tudor" in a nine plane formation.

The "Pioneer Day" was the greatest of close outs for the symposium. To spend the time to listen and absorb the history of North Dakota aviation from the people that help make the history was time well spent. We now have a baseline of knowledge to begin recording this history and we are proceeding to gather support for the history project.



Lawrence Knokke, Devils Lake, shares a few of his experiences at Pioneer Day during Symposium 92.

Washington Issues:

Since the "Gathering" this writer has been to Washington, D.C. twice. The one fact that I'm becoming more aware of is the people's need to continue to be interested in all issues. The "Beltline" mentality that we have had to deal with can become very frustrating. Your support is needed.

The one "new" problem that the Commission has dealt with is "Lighted Signage". In short: all lighted airports will have lighted signage, i.e. runway ident, crosswind ident, hold short, taxiway ident. We estimate this cost at \$15,000 to \$20,000 for each FAA financed airport. The Commission has asked for a waiver on North Dakota G.A. airports from this expensive non-sense requirement, if there is no need or desire from the sponsor.

In Washington, the reason given is that all airports should have standard signage so all airports look the same from O'Hare Airport to Lisbon. Standard signs are a good idea but why light them? The nation's highway system does not light the signage they put up - reflective products. We have attempted to inform the FAA that most aircraft now have taxi lights so reflective signs would work well.

State Issues:

A summer of fun and flying is just around the corner. Here is the time for the industry to again show its "right stuff" to the public. I am sure that each airport and industry person will take

the time to promote our mission.

Congratulations to Cindy Schreiber-Beck on re-election to the Chairman's job for the Aviation Council. It is a tough job and I know she will lead the industry well to the future.

Safety Tips

Roger Pfeiffer, Asst. Director
ND Aeronautics Commission

Turf and unimproved airstrips:

Takeoff performance charts in aircraft flight manuals are based on dry, hard-surfaced runways. On occasion you may fly from an unimproved runway of turf, grass, gravel, mud or snow. The following estimates are a guide to the additional takeoff distance required based on runway surface:

Surface:

- | | | |
|-------------------------------|--------------|-----|
| a. Firm Turf | add | 7% |
| b. rough surface, short grass | add | 10% |
| c. long grass (over 4 inches) | add at least | 30% |
| d. soft mud, snow, etc. | add at least | 75% |

Flight from soft mud or snow surfaces requires a high degree of pilot judgment and skill, and should be avoided unless absolutely necessary.

Also, watch your temperature for Density Altitude. A general rule is to add 10% to your aircraft takeoff distance for every 1000 feet increase in density altitude. At density altitudes above 3000 feet and up to and including 6000 feet, add 20% per 1000 foot increase.

Always check your airplane performance manual for actual airplane performance. There is a big difference between winter flying and hot summer time flying. Have a safe summer!

1992 AIRPORT DIRECTORY AVAILABLE

Available to all pilots and mechanics registered with the Aeronautics Commission is a complimentary 110 page Airport Directory. Airport sketches of a 5"x7" size shows all public airports, phone numbers, fuel availability, and other information. Supplementary in the book are pages on airport NAVAID frequencies, FAA airspace classification, FBO phone numbers, and weatheration numbers.

For a copy contact The Aeronautics Commission at 224-2748 or P.O. Box 5020, Bismarck, ND 58502.

1992 International Aviation Art Contest Winners

The statewide winners of the "1992 International Aviation Art Contest", sponsored by the North Dakota Aeronautics Commission, received their awards on Friday, April 3, 1992 at 2:00 p.m. at the State Capitol, Great Hall.

First Lady Jane Sinner presented the awards. The 1st place winning entries in each age category were advanced to the National Contest with the possibility of being forwarded to the International Contest at Paris, France. A total of 176 contestants participated in the contest.

Shown with Mrs. Sinner, the winners in each age category were:



Age Category 13-16:

(L to R): 2nd Place - Justin Steffan, Dickinson; 1st Place - Shane Kadrmas, Dickinson. (Not Pictured - 3rd Place - Cynthia Frazee, Watford City)



Age Category 5-8:

(L to R): 3rd Place - Natasha Riba, Minot; 2nd Place - Chas Kabanuck, Max; and 1st Place - Ryan Ehli, Minot.



Age Category 9-12:

(L to R): 2nd Place - Andy Mercil, Fargo; 3rd Place - Brook Thompson, Dickinson; and 1st Place - Andrew Johnson, Mandan.

Southwest Soapbox

J.B. Lindquist
V.P. NDAA & Council Lobbyist

There is a song that was popular about 30 years ago and part of the words are "Where have all the flowers gone long time passing? Where have all the flowers gone long time ago?" As I sit here in my office and watch the guys in the shop doing an annual on a fairly new airplane "1975" I think the song could be rewritten to say, "Where have all the airplanes gone long time passing?"

Those of you who are touched by General Aviation in some form or another are well aware of the fact that our fleet of airplanes is getting older and more "used" as everyday goes by.

My message to those of you who have an airplane at this time is think twice before you sell it, those of you that are looking for an airplane, shop very carefully, before you buy it, and those of you who work on them for a living, take that extra time to make sure you are doing a good job for the owner. As they get older, more T.L.C. will be required just to keep them in good shape.

As an FBO living in North Dakota I am not going to say that product liability, high cost of aircraft and parts or over regulation by the government is the cause for the slow down in General Aviation. BUT! Which straw will break the camel's back? That question I cannot answer.

I will say this, as individuals we all share a responsibility to tell the General Aviation Story to whoever will listen. No one should be exempt from our discussion of what should and has to be done to keep the small airports open and General Aviation going. I would hope that as you read this article, and at whatever level you touch aviation, you will weigh your words and deeds so as to always be an asset instead of a liability.

GOOD FLYING!

- Rod Landblom, Director - SCRC Dickinson, ND (701) 227-1241
- Julius Wangler, Director - RRRPC Grafton, ND (701) 352-3550

If you can not get help directly, they can point you to someone that may help you create *new* opportunities. Airport managers should also use these people to formulate business growth at ND airports. Good luck in 1992.

(Continued on next page)

Aviation News

Mark J. Holzer, Aviation Planner
ND Aeronautics Commission

AWOS AT DEVILS LAKE ... is operative on 125.875 frequency. Telephone number is 662-7214 for current Automated Weather Observation Service (AWOS).

STATE GRANT DEADLINE ... is set for June 1, 1992, for commercial service, primary and general aviation airports. Aeronautics Commissioners shall review requests and make allocations by July 1st. Contact Aeronautics Commission at (701) 224-2748 for state grant applications.

AVIATION BUSINESS EXPANSION

If you have an idea for expanding your business, need marketing help or just need a feasibility study done, give your regional Economic Development Council Director a call;

- Sharon Haugen, Director - TCED Williston, ND (701) 572-1751
- Greg Hagen, Director - SBPC Minot, ND (701) 852-4988
- Dave Mortiz, Director - NCPC Devils Lake, ND (701) 662-8131
- Paul Rechlin, Director - LCRC Bismarck, ND (701) 255-4591
- Irv Rustad, Director - LARC Fargo, ND (701) 235-7885
- Eric Hobert, Director - SCRC Jamestown, ND (701) 252-8060

Airports Update

Michael Ryan, President
AAND

The Upper Midwest Aviation Symposium, which was held March 2-4, 1992, was a great success with an estimated 600 people in attendance. The outside speakers that attended the convention were very impressed at the different array of aviation folks at the convention and also the quality of the programs that were presented.

At the banquet held on the evening of March 3, we had an award ceremony for the Airports of the Year for the State of North Dakota which was sponsored by the North Dakota Aeronautics Commission and the Airport Association of North Dakota. The winners in the three classes for 1991 were:

- Commercial Service Class: Jamestown
Presented to Gary Baker
- Asphalt Class: Wahpeton
Presented to A. W. Stokes
- Turf Class: Turtle Lake
Presented to Ray Herr

The FAA Great Lakes Region also presented a special award to the Cavalier Airport for being the only airport in the state for 1991 to have 100% DBE participation for their construction projects. Congratulations, Cavalier!

As you will recall, last year at this time we were informing you that Mr. Rask had retired from the FAA and that we were looking at having his position filled on a full-time basis in the near future. The bad news is that the position has not yet been filled, but the good news is that in addition to filling the position on a full-time basis, the FAA has determined that they will change the status of the FAA Bismarck Field Office and make the office an Area District Office (ADO) for the FAA. What this should mean to all airports is that if the system works the way it is suppose to, we should have substantially better service out of the FAA, because we would no longer have to submit our grant information to the Bismarck District Field Office which would then send it to Minneapolis Area District Office (ADO) which in turn would send it to the Chicago Regional Office for determination and action. Now the way the system should work is that the majority of the decisions can be made in the Bismarck ADO which should greatly expedite the Grant process for all airports in the State of North Dakota.

I would like to take this opportunity to thank all of the people who have spent time working with the FAA to accomplish this goal. The word is today that our new person should be in position by late summer.

Congress is in the process of trying to put an infusion of additional monies into airports to help create jobs during this election year through a "New Jobs" bill. If Congress can get a new package through, it could represent substantial additional money to all the general aviation airports in the state. I would advise all airports to remain in contact with Mark Holzer regarding this development as the year progresses. I would also recommend that if you have projects that need to be done on your airport to have as much of the planning and preliminary work done, so that if this money is released, you can take advantage of it.

Another item of news for the General Aviation Airports is that the Aeronautics Commission is submitting a request to the FAA for a waiver for GA Airports allowing them to eliminate the need for lighted signage on an airport when the operations are less than 5,000 a year. This would be a tremendous benefit to airports in this category eliminating the expense of installing and maintaining these new systems. If you feel the same regarding this matter, contact Gary Ness, Director of the Aeronautics Commission, and indicate your support for the project.

The North Dakota Aviation Council will be meeting in the near future to discuss the formulation policies and regulations for the new state block grant system for air carrier airports.

As you will recall last year, the requirement to have a storm water discharge permit was a high priority on all airports, and it seems now that the Environmental Protection Agency has yet to establish rules that will govern airports, so we will keep our ear to the ground regarding this matter.

The new officers and district representatives for 1992 are as follows:

- Mike Ryan, President
2400 North Broadway
Minot, ND 58701-1095
701-857-4724
- Dave Miller, Vice President
P.O. Box 991
Bismarck, ND 58502
701-222-6502
- Jim Lawler, Secretary-Treasurer
Rt. 2, Box 15B
Mandan, ND 58554
701-663-0669 701-663-3690

- Rick Marburger, District #1 Representative
P.O. Box 1306
Williston, ND 58802
701-774-8594 701-774-1052
- Curt Aalund, District #2 Representative
R.R. 3, Box 211
Bottineau, ND 58318
701-228-5265 701-228-5103
- Robert Selig, District #3 Representative
2787 Airport Drive
Grand Forks, ND 58201
701-746-2580
- Gary Baker, District #4 Representative
Box 1560
Jamestown, ND 58401
701-252-6466 701-252-4622
- Ron Kary, District #5 Representative
302 1st Ave. East
Dickinson, ND 58601
701-264-7106 701-225-1062
- Erling Rolfson, Past President
Box 792
New Rockford, ND 58356
701-947-5047 701-947-5251

If you have any questions or concerns throughout the year, please contact your District Representative.

(Continued from previous page)

CONSTRUCTION PROJECTS

Pilots beware that in the next 6 months airports in North Dakota will do maintenance and upgrading projects. Major FAA projects are slated for the following locations which may require runway or airport closure:

- Bismarck - Seal Runway 13/31
- Fargo - Construct New Runway 8/26 (northside)
- Grand Forks - Reconstruct Runway 8/26
- Jamestown - Seal Runway 12/30
- Carrington - Reconstruct 13/31
- Langdon - Build New Runway 13/31
- Garrison - Extend Runway 13 north-west by 650'
- Parshall - Reconstruct Runway 12/30
- Park River - Overlay Runway 12/30
- Tioga - Finish Overlay Runway 12/30

Other locations pending FAA "Jobs Bill" money are Hillsboro, Gwinner, Oakes and Ellendale. Many other airports will do crack sealing. Always check NOTAMS and check field conditions prior to landing.

Know Before You Go

Les Ellingson

Accident Prevention Program Manager
Fargo FAA FSDO

During our spring safety meetings that have been conducted throughout the state, some confusion has been determined in the area of airport traffic patterns at uncontrolled airports. Therefore, for the benefit of those who could not be at the seminars, a general review may be beneficial.

As aircraft are most visible if found in a specific area and altitude around airports, traffic pattern procedures and altitudes have been established. A pilot's preflight planning should include consulting sources for information on operating in the traffic pattern of the airports that you will be utilizing. Such information may be found in an Airport/Facility Directory which is published by the National Oceanic and Atmospheric Administration or AOPA Publications, etc.

For example, did you know there are four airports in the State of North Dakota which have one or more runways which have nonstandard right-hand traffic patterns? There are seven airports which have traffic pattern altitudes or TPA listed.

So what if TPA or direction is not listed? Many pilots believe the TPA is still 800' AGL; however, the Airman's Information Manual suggests in Chapter 4, Section 3, 1000' AGL if not shown otherwise. Also, if the traffic pattern direction is not shown, it is assumed to be left hand. Traffic pattern entries are to be made at a 45 degree angle into the downwind leg or by crossing over the airport 500' above traffic pattern altitude, then executing a 270 degree turn outside the traffic pattern and joining the downwind leg abeam the first two-thirds of the landing runway. Traffic pattern departures should be made on a 45 degree turn after takeoff, being careful not to climb through the traffic pattern altitude.

Some helpful hints in operating safely in airport traffic areas are:

- 1) Plan ahead and know.
- 2) Develop a scan pattern.
- 3) Keep eyes outside the aircraft, avoid looking at charts, visiting with passengers, etc.
- 4) Keep windows clean.
- 5) Talk and listen. Adhere to radio procedures utilizing Unicom or Multicom frequencies.
- 6) Proper use of anticollision devices,

such as landing lights, strobes, etc.

Also, reviewing Federal Aviation Regulation Parts 91.127, 91.129 and 91.113, along with Aviation Safety Pamphlet 8740-51 and the Airman's Information Manual may assist you in your review. Remember, few people have the opportunity to explain what happened after a midair collision.

From the North Dakota AFSS

Bob Fishman

FAA Air Traffic Manager

As the spring season arrives, the level of aviation activity will takeoff once again in North Dakota. This would be an excellent time to review the methods for accessing your Automated Flight Service Station (AFSS). When phoning your AFSS from anywhere in North Dakota, you may use the toll-free number, 1-800-WX-BRIEF (1-800-992-7433). In addition, our local number (701) 772-7201 is available if you wish to call us from anywhere outside of North Dakota. Your AFSS has one of the lowest telephone access times in the nation. This allows a pilot to get through to a briefer in the shortest time possible, and telephone system problems/outages are indeed a very rare occurrence. However, should you find yourself facing phone line outages, as was the case last October during a severe early winter storm, do what other pilots did; communicate by radio frequency.

Once in your aircraft, either on the ground or in the air, you can reach your AFSS using the following radio frequencies:

ISN 123.6
DIK 122.2
DØ4 122.4
MOT 122.2
BIS 122.2
DVL 122.1R, 123.6R, 111.0T
JMS 122.2 + 123.6
GFK 122.2 + 122.6
FAR 122.1R, 116.2T

Duplex frequency procedures are no longer used for routine radio communications over those VOR's that have been commissioned with Hazardous Inflight Weather Advisory Service (HIWAS). The exceptions are DVL and FAR. We began broadcasting HIWAS over those VOR's on 4-1-92, and we are

also retaining the duplex frequency communication procedures. This will be an interim step until new simplex frequency Remote Communication Outlets (RCO's) are installed at those two locations in the future. The emergency frequency (121.5) RCO's are located at DIK, BIS, MOT, JMS, and GFK.

You can see that there are many ways to access your AFSS, and we encourage you to do so. If you have any questions regarding the services that your AFSS provides, please contact a briefer for detailed information. You can, of course, call me personally if you ever have any questions or concerns at (701) 772-7489.

Civil Air Patrol to Host Flight Clinic Open to All Pilots

North Dakota Wing Civil Air Patrol's annual Flight Clinic will be held at the Comfort Inn in Bismarck, June 13, 1992, starting at 9:00 AM CDT. Topics to be discussed will include new changes in Federal Aviation Regulations, proposed Airspace Class restructuring, obtaining good weather briefings, ATC procedures, and pilot judgment and PIC responsibilities. The morning session is open to all pilots and would-be pilots and is free of charge. The Flight Clinic will serve also as an Aviation Safety Seminar and will qualify a pilot to participate in the FAA's WINGS Program. (Some aircraft insurance companies offer discounts to pilots who participate in the FAA's Aviation Safety Program.)

The afternoon flight session is open to Civil Air Patrol Pilots who will then be eligible for a free hour of dual instruction in a CAP aircraft for VFR or IFR proficiency flight or flight reviews required by FAA or CAP regulations. This free flight hour can also be applied towards one of the "Wings" three flight hour requirement.

Transportation to and from the airport will be provided. For more information or to register for the morning session, contact Wing Headquarters at the Mandan Airport or phone (701) 663-5956 or Capt. Catherine Breu, NDCAP Chief Check Pilot at (701) 255-3419.

ND PAMA

David Sahl, President
NDPAMA

Another aviation symposium has come and gone. This year 110 PAMA members and associate members were present. Not a bad turnout. We received a lot of positive feedback on our speakers this year. People seemed to like the different programs.

If you bought a raffle ticket from PAMA, we want to thank you. It went fairly well and we made a few dollars on the deal. The winners were:

- 1st Place - Troy Diegel - Browning Shotgun
- 2nd Place - Cheri Haynes - Pratt & Whitney Clock
- 3rd Place - Jay Mackey - PAMA Jacket

I would also like to thank Northside Scheels, Fargo, for a good deal on our BPS 12 gauge shotgun and Karmen Johnson for a finely crafted Pratt & Whitney clock.

Mechanic of the year awards went to:

- 1st Place - Kirk Peterson - UND, Grand Forks
- 2nd Place - Karmen Johnson - UND, Grand Forks
- 3rd Place - Tim Anderson - Executive Air Taxi, Bismarck

Congratulations, gentlemen! Keep up the good work. Any aircraft owners, FBO's or pilots out there that know or have a good mechanic, please send in their applications. I know there is a lot of hard working knowledgeable mechanics out there who deserve some recognition. Let's hear about them next year.

A new subject of concern was discussed at the PAMA meeting. It appears the Drug Enforcement Agency (DEA) has been improperly installing hidden transponder equipment (for tracking the alleged aircraft) unbeknown to the aircraft owners and F.A.A. There was enough concern about the subject that a few members are trying to gather more information and are writing letters.

We have had many complaints about members not getting the quarterly. This year, we made sure that your current address got to the publisher so everyone who registered at the symposium should be reading this article. We would also like to reach other mechanics in the state. I know there is a lot of mechanics in North Dakota that didn't pay their state registration fees so you are not on

names of active mechanics so we can get them newsletters and mailings of upcoming events. We want everyone to be in the know and involved in North Dakota Aviation. Which reminds me, we are planning to do another seminar this fall, similar to the one we had last November. So, please spread the word so we can reach as many mechanics as possible.

In case you didn't have time to attend the ND PAMA business meeting your new officers are:

- President - David Sahl - 293-6767 (H)
- Vice President - Karmen Johnson - 775-2641 (H)
- Secretary - Chris McIlwain - 293-5635 (H)
- Treasurer - Jeff Faught - 436-5880 (W)

We also have plenty of PAMA jackets and hats for sale. If you're interested, contact any of the officers.

Remember, if you know any NDPAMA members that don't receive the quarterly please let us know.

ATTENTION AVIATION MECHANICS WITH INSPECTION AUTHORIZATION:

An Inspection Seminar will be offered by a Federal Aviation Administration Standardization Team from the Office of Aviation System Standards on June 24 and 25, 8 a.m. to 5 p.m. The meetings will be held at the Holiday Inn, 3803 13th Avenue South, Fargo, North Dakota 58106. The telephone number is (701) 282-2700. The room rate for FAA seminar attendees is \$54 plus tax. The Holiday Inn requests reservations be made by June 1.

The seminar consists of Federal Aviation Administration regulation review, authorized inspector functional responsibilities/procedures, and aircraft maintenance record format.

Attendance is not mandatory, but it will be informative for authorized inspectors. Completion of this seminar meets the optional renewal requirements of FAR 65.93(a)(4), Inspection authorization: renewal.

For planning and coordination purposes, it is requested that you inform the Fargo FSDO on or before May 1 of your intention to attend or not to attend. Attendance will be limited to 100 persons and will be accepted on a first-come basis.

Pilots and mechanics are invited to this meeting as your guests. To ensure seating and handouts are available, specify the number of guests attending

when you reply.

Please contact us if you have a question concerning this seminar.

Flight Standards District Office
1801 23rd Ave. N. Rm. 216
Fargo, ND 58102

Airports Beware - Late Night Operations

Roger Pfeiffer, Assistant Director
ND Aeronautics Commission

It has been brought to our attention that on April 17th at the Lisbon Airport a plane landed late at night. Later that same night it left the airport. The next morning a local pilot went to the airport and found all the hangars had been broken into. A radio tape deck stereo and head set was removed from one aircraft.

We suggest if airplanes land at your airport late at night and it seems unusual, call the local police and have them make a routine check at the airport. It appears in this case that the break-ins and theft were committed by someone that flew in, as it had rained before this took place and there were no motor vehicle tracks on the airport or the road leading to the airport.

As an airport manager or an operator, you may want to visit with your local sheriff and police department to make them aware of possible problems since not all airports are attended to at night.

Aircraft / Spray Registration Due

Sheila Pitzer, Registrar
N.D. Aeronautics Commission

This is a reminder that all aircraft based in North Dakota are required to be registered and shall be considered delinquent after May 15th, 1992. A penalty applies thereafter which is 10 cents a day for the first 15 days and \$2.00 for each month after.

All aerial applicators are required to be licensed prior to commercial or private application of chemicals or fertilizers. The aerial applicators fee is \$15.00 per aircraft.

Call 224-2748, for more information.

NDAAA Report

ELF ATOCHEM DONATES DOLLARS

Elton Ruble, Elf Atochem Representative, presented a check for \$941.75 to the NDAAA at the Governor's Proclamation Luncheon during Symposium '92. The donation was related to aerial applicators' sales of Penncap M and Penncozeb during the 1991 season, and was designated for educational purposes. At the NDAAA business meeting, the membership voted to contribute \$1,000 towards the 10 to 12 minute educational video currently under development by the National Agricultural Aviation Association. Please be sure to express your thanks to Elton for the indirect backing of this much needed educational tool.

SYMPOSIUM '92 - ANOTHER SUCCESSFUL LANDING

Due to the efforts of many, Symposium '92 was a great success. Now is the time to express our thanks to those who made it happen.

The NDSU Extension personnel are to be commended for their continual support and efforts to make the recertification program available for the aerial applicators during the convention. Also, program regulars: Jack Peterson, ND Department of Agriculture; Gary Ness and Roger Pfeiffer, Aeronautics Commission; and an FAA representative are on-hand to offer up-dates, clarify statistics and provide information. It is important for the NDAAA to work with these agencies for the benefit of the membership. A special thank you to DuPont, for sponsoring Dr. Dennis Kuhlman and William McCollum, for the drift reduction program with Vern Hofman, NDSU. A vast amount of information about decreasing problems (equipment, technique) and increasing efficiency was spread, and hopefully those who were listening can apply the information to improve their

own operations. Thank you Barb Deck for organizing the coffee for the "Women Behind the Ag Pilots". It is necessary for women involved in the agricultural aviation industry, to address current issues facing the industry and not only determine a common focus, but carry it through as well. The membership of the NAAA is deserving of a thanks for insuring travel funds for NAAA President Rick Reed (IL). It is an honor to have the NAAA President at the convention. The efforts of NDAAA President Randy Lahren and NDAC Representatives Rick Ring and Marlin Haberstroh are appreciated. Not only do they formalize the schedule but also insure that it runs smoothly. The ND Pilots Association is also deserving of recognition for securing Wayne Walsh, Transport Canada, to present "Pilot Attitudes and Decision Making" for the general session. Our helmets are off to the exhibitors who, without complaint, work to make the convention a success. And last but not least, thank you to those who were able to attend Symposium '92, your support was appreciated.

Although the 1992 NDAAA Award Recipients were recognized at the banquet, they deserve their names in print. These people are to be commended for their support of the agricultural aviation industry in North Dakota.

- "Operator of the Year" - Gene Ellan, Leeds
- "Pilot of the Year" - Allen (Bud) Lahren, Davenport
- "Service Award" - Vern Hofman, NDSU Extension Service, Fargo
- "Recognition Award" - Barb Deck, Hillsboro

MEMBERSHIP

For those who have not had the opportunity to pay their 1992 NDAAA dues, please do so now by sending your payment to: NDAAA, P.O. Box 843, Wahpeton 58074. The categories are: Operator - \$50; Allied - \$50; Pilot -

\$10. Thank you to those who have already paid their 1992 dues.

EDUCATION, EDUCATION!

According to Marlin Ingebretson, Mayville, who coordinated the ag pilots visits to Bismarck/Mandan schools, the students will never forget those heroes in helmets. Dan Thompson, Marlin Ingebretson, Dave Craig, Helen Walkinshaw, Gerry Beck, John Halldorson, Rick Hoistad and Cindy Schreiber-Beck visited six schools in the area and attracted the attention of the media and Dr. Wayne Sanstead, head of the ND Department of Public Instruction. To find the reward in doing such a visit, read the excerpt from a letter, written by a second grade student, to Helen: "I didn't know you had to spray crops and cotton. Thank you for coming to our room. Your Co-pilot, Kortney Koch".

To assist with costs of educational programs in ND, the 2nd and 3rd place winners of the Monday night exhibitor chili cook-off donated their winnings back to the NDAAA. Thank you Vance Stueness and Kem Cunningham of ICI, and Chuck Kemper of Air Tractor.

AGENDA

*Pattern Testing has been scheduled, for all who choose to participate, by Vern Hofman, NDSU Extension Service. You will be contacted if you signed up on the list passed during the business meeting.

*Plan now to attend the 1992 NAAA Convention in Las Vegas, December 7-10, 1992, at the Tropiciana Hotel and Convention Center. Don't miss another one.

*BIG IRON is September 15-17, 1992, at West Fargo. If you have any BIG ideas, call President Randy Lahren at 428-3159. The NDAAA and NAAA will be there in force to promote the ag aviation industry.

*Marlin Haberstroh, Lisbon, will host the "FALL MEETING". A date will be announced later.

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

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