

Aviation Quarterly

Issue # 19

NDAC

SUMMER, 1992

FROM THE CHAIRPERSON

Cynthia Schreiber-Beck
Chairperson, NDAC

Congratulations to Mr. Alfred Pietsch, who is Vice Chairman of the NDAC for this year. He was elected to that position at the May 1, 1992, Council meeting, held at the Fargo Civic Center.

While meeting in Fargo, your Council toured the facilities at the Fargo Civic Center and at the Radisson Hotel, which is connected to the Civic Center, to assess the possibility of holding the annual convention at that site. Although the cities of Fargo/Moorhead had a great deal to offer, and the Fargo-Moorhead Convention & Visitors Bureau staff was more than accommodating, the Council directors determined that Bismarck would be the site of the 1994 convention.

Other business included: the decision to update the NDAC brochure to include the NDSAA; the determination that the NDAC could, and would, pay back the loans to the NDAA and the NDAAA; the NDAC will exhibit at the North Dakota Education Association Convention, in Bismarck, on October 14 & 15, 1992; and decided to sponsor another chili cook-off to please those exhibitors who 'lost' at the 1992 convention. At the September meeting, the NDAC will delve deeper into the planning of the 1993 Upper Midwest Aviation Symposium scheduled for March 1-3, 1993, at Bismarck. The theme of the upcoming convention is "AVIATION, Wings Through Time." The intention is to 'spotlight' those who play(ed) a role in the history of aviation in North Dakota.

Hiram Drache (Moorhead) and Alan Sheppard (Fargo), who share the Council's enthusiasm for gathering the aviation history of North Dakota, were guests at the meeting and offered suggestions as to the direction the Council

Airport Funding: A Political Issue

As the candidates for the various offices in the November election present themselves for your support, there are some things that each aviation industry person in the state needs to impress upon them!

It is safe to assume that everyone in our state has been touched by the airplane and the aviation community. All the families in North Dakota have had a need for an airplane to move its members into or out of our cities!

North Dakota has spent the past thirty years building a network of airports that do a good job of making the airplane available to everyone. Much the same as our highways, our airport system provides more airports per capita than most states in America. We must now find ways and means to continue to maintain this system.

During the last several years, the legislature and many state agencies have worked hard at making funds, ideas, ways and means, as well as groups of people available, to foster and develop "new wealth" in North Dakota.

There currently is \$713,000,000 in General Funds and selected special fund payments to individuals and political subdivisions (grants) in the 1991-1993 biennium appropriation. All of these dollars come from the General Funds, Special Funds, and grant monies. **We need one million of these dollars to**

could take in gathering and logging the information. To assist with the cost of the Aviation History project, the North Dakota Aeronautics Commission awarded \$1,000.00 to the NDAC. We are appreciative of the Commission's financial support, as well as their approval of the project.

(Continued on next page)

support our state's airport system.

Given one million dollars, the "Air Service Airport Block Grant Program" could add nine million dollars from the Federal Aviation Trust Fund.

Since 1987, the aviation community has been unable to convince the administrative branch of state government to include this level of dollars in the Executive Budget presented to the State Legislature.

What each of us in the industry must do during the upcoming campaigns is:

- Obtain a promise from each candidate for Governor, to put the one million in the Executive Budget for airport funding, prior to the election.
- From each of those candidates for the Legislature, obtain a promise that they will support this funding effort, prior to the election.

All of you, in the aviation community, are challenged to get this done. There is no need to increase the taxes or budget to cover this funding. These monies can come from one of the existing development programs as an investment in the future of North Dakota.

It is not difficult to accept that North Dakota will not move forward and develop without an adequate airport system serving rural areas. Any community, needing to improve its economic future, could not do so without adequate highways. The same applies to airports.

Think about it! Accept the challenge! Work on the upcoming elected officials, from the Governor on down, to see to it that the one million is in the Executive Budget and is supported by the Legislative assembly.

This is a must if the aviation community is to provide any assistance in our collective effort to move North Dakota into the next decade with its head high and our economy on a roll.

EAA Chapter Builds Aviator's Park

EAA Chapter 317 of Fargo has begun construction of an outdoor lounge, designated as the "Aviators Park" at the Casselton Regional Airport.

This informal area will include park benches and a firepit nestled among trees and shrubs.

The Casselton Airport is rapidly becoming a gathering place for aviators who wish to have a destination for some sport flying.

C'mon out and make yourself comfortable and enjoy some "hangar-flying" at the new EAA Aviator's Park. You'll find it just aft of the tail of the newly displayed F-4 Phantom.

CALENDAR OF EVENTS

August 15 - 11 am
ND 99's Meeting
Peace Gardens
Contact: Shirley Frost 852-1798

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 13 - 8 am to 1 pm
Pancake/Ham Breakfast
Turtle Lake Airport
Sponsored by Trinity Lutheran Church
Contact: Ray Herr 448-2253 (Airport)

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

September 19 - 11 am
ND 99's Meeting
Fertile, Minn.
Contact: Gwen Vasenden
218-945-6828

CAP Sends Cadet to Norway

Catherine M. Breu, Director of Public Affairs, N.D. Wing - CAP

1992 Century High graduate Chad Grondahl was selected to represent North Dakota Civil Air Patrol this year in their International Air Cadet Exchange (IACE) program. Grondahl, who serves as the Cadet Commander for the Bismarck Composite Squadron and chairman of the Wing's (state's) Cadet Advisory Council, departs Bismarck July 19th to start a two-part trip that will take him to Washington DC, Rhein Main AFB, Germany, and then on to Norway.

As an IACE candidate, Cadet Lieutenant Colonel Grondahl is one of 96 nationwide selected to participate in the expense-paid program and one of five who will be visiting Norway. Established in 1947 to promote goodwill worldwide among individuals interested in aerospace science, his itinerary includes glider-flying, orientation flights aboard Royal Norwegian Air Force aircraft, a visit to Norway's space center, and fishing and sight-seeing excursions. IACE participants will be the guests of their host country, spending three weeks on active military bases or with a host family.

Civil Air Patrol's IACE Program is open to all cadets 17 years or older and who have received the Earhart Award. Senior members are eligible to serve as IACE escorts to countries including Great Britain, Australia, Norway, Israel, Austria, Belgium, Canada, France,

Germany, Japan, Netherlands, Singapore, Sweden, Switzerland, and Turkey. For more information about Civil Air Patrol's Cadet or Senior Program, contact the Wing Headquarters located at the Mandan Municipal Airport.

NDSAA Holds Fly-in at Mandan

*Neil Kovash
ND Sport Aviation Association*

Saturday, July 11, 1992, brought EAA'ers and local people together at the Mandan Regional Airport to talk about flying and fun. Members from Chapters 265 in Minot and 317 in Fargo displayed eight aircraft and provided rides to 42 "children of all ages" who turned out.

Pilots answered questions on topics of building airplanes, learning to fly, buying aircraft as well as describing the benefits of membership in the Experimental Aircraft Association.

Mr. Jim Lawler, Manager of the Mandan Airport, offered to maintain a list of names of anyone interested in becoming a member of a newly-formed EAA Chapter in central North Dakota. Contact Jim at 663-0669 if you'd like to attend an organizational meeting.

From The Chairperson ...

(Continued from front page)

Congratulations are also in order to Robert Fishman, Manager, and the staff, at the Grand Forks Automated Flight Service Station, for receiving the "National Facility of the Year Award". This is a prestigious award and the North Dakota Aviation Community salutes the Grand Forks AFSS for their dedication to the industry.

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Phone (701) 222-6502

P.O. Box 991

Bismarck, ND 58502

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FROM THE DIRECTOR'S CHAIR

Gary R. Ness, Director
ND Aeronautics Commission

Yes, they are out there.

I have witnessed aviation from within and from outside the industry. I have been involved with a volunteer airport building project at my hometown to having a small amount of input to a new airport in the Minneapolis area. The one thing that has always stunned me is the minority fraction in our population who oppose airports. At one time I thought it was the airports that were the direct target of the attacks. Thus, I would arm myself with all the correct and positive information about airports and aviation and would proceed to go forth to change the attitudes of the masses.

I was wrong. The opposition is *they*. They are not necessarily against airports, *they* are against *change*. New construction/reconstruction represent change with bright and vital signs of progress and *they* cannot condone such behavior.

Airports and aviation have been an instrument of growth and diversity. They cannot have this visionary activity succeed.

They, the opposition, will be found at the landfill redevelopment meetings, saying no. They will be at the curb/gutter replacement meetings, saying no. They will be at the school board meeting when repair and maintenance of buildings are being discussed. They will be there in full battle dress, saying no.

What can be done? Nothing! Can we change *they's* mind? Nothing can do that! So, what can we do? We can con-

tinue to be visionary and make the changes that are necessary to lead our individual communities and our state to the future. We endure the false attacks, the slanderous complaints, the stall tactics, and counter productive legal battles. Each time when, normally, volunteer airport authority members succeed in a new or reconstructed airport project, each of their respective communities are winners. The aviation industry is a winner and progress is a winner. *They* are the losers because vision has won out and the forward direction is the way.

Thank you for staying the course.

Info: North Dakota has 100 public use airports with only 7 professionally managed. The remaining 93 are normally managed by volunteers with hours of unheralded community service rendered.

State Airport Grants Allocated

The North Dakota Aeronautics Commission, on June 29, 1992, issued grants to public-use airports totaling \$488,170.80 with \$1,435,012 in requests for the 1992 construction season.

The seven commercial service airports received \$291,462 as follows:

Bismarck	\$43,021.00
Devils Lake	52,881.00
Fargo	59,640.00
Grand Forks	61,176.00
Jamestown	25,590.00
Minot	24,268.00
Williston	24,886.00
Total	\$291,462.00

17 general aviation airports received \$196,708.80 as follows:

Barnes County	\$7,195.00
Cando	2,805.00
Carrington	15,089.00
Cavalier	12,979.00
Cooperstown	622.00
Drayton	14,926.80
Ellendale	13,823.00
Kindred	1,025.00
Langdon	59,235.00
Larimore	3,499.00
Leeds	1,525.00
Mercer County	11,862.00
Minto	6,750.00
New Rockford	3,168.00
Park River	11,386.00
Parshall	27,469.00
Watford City	3,350.00
Total	\$196,708.80

GA Airport Plan For Federal Aid

Prepared by Mark J. Holzer
ND Aeronautics Commission

The Aeronautics Commission submits to the FAA a five-year Capital Improvement Plan (CIP) for general aviation airport projects as the chart below depicts.

1993-1997 State General Aviation CAPITAL IMPROVEMENT PLAN Federal Aid Grants		
Prepared: June 1, 1992 NDAC - Mark J. Holzer		
Normal Annual Request \$2,450,000		
1993	Mercer Co.	\$1,256,000
	Grafton	1,060,000
	Dickinson	200,000
	Casselton	1,100,000
	Wahpeton	300,000
	Mandan	200,000
		<u>\$4,116,000</u>
		(\$1,666,000 DSC Needed)
1994	Hillsboro	\$523,000
	Carrington	292,000
	Rolla	389,000
	Oakes	320,000
	Ellendale	326,000
	Gwinner	600,000
		<u>\$2,450,000</u>
1995	Linton	\$500,000
	Stanley	480,000
	LaMoure	70,000
	Northwood	700,000
	Kindred	700,000
		<u>\$2,450,000</u>
1996	Walhalla	\$750,000
	Washburn	500,000
	LaMoure	500,000
	Cando	700,000
		<u>\$2,450,000</u>
1997	Beach	600,000
	Dickinson	600,000
	Mohall	450,000
	Rugby	300,000
	Watford City	500,000
		<u>\$2,450,000</u>

The Plan places a discretionary request of an additional \$1.6 million above the normal \$2.4 million in 1993. Communities in the Plan are required to do advanced work in consultant selections, airport layout plan development, environmental statements, and also formulate a financial payment plan.

The CIP is only a plan and does not commit state or federal funds. However, it is a document that funding agencies follow unless a higher priority project may dictate changes.

Ness To Represent North Dakota On Two National Boards

State Aeronautics Director Gary R. Ness will represent the aviation community on the National Committee on Domestic Freight Policy. The Committee, created by the American Association of Highway and Transportation Officials (AASHTO), has a mission to review the national policy on freight and present an overview of its evolution and freight effect on existing and future infrastructure. Ness was appointed by Ben G. Watts, Secretary of Transportation for Florida, Chairman of AASHTO's Standing Committee on Aviation.

The International Northwest Aviation Council (INAC) has elected Gary R. Ness, Director of the North Dakota Aeronautics Commission, to serve on the Board of Directors. INAC represents aviation interests in 8 states, 4 provinces, and 2 Canadian territories.

The International Conference is unique and importantly constructive in addressing progressive aviation issues between Canada and the United States.

ND PAMA

David Sahl, President

ND PAMA is still looking for unregistered A & P Mechanics in the state. We haven't received any feedback from the last article on this matter. We would greatly appreciate any help so we can send out mailers this fall to all active mechanics on upcoming events.

Many people have expressed interests in having another mechanic seminar this fall, similar to last year's seminar. The area of interest seems to be fuel injection, radial engines and props. We hope to pull together another show this fall, so anyone with more ideas or possible speakers please let me know.

Another summer has almost gone and jacket weather is just around the corner. ND PAMA can help keep you warm. We still have in stock several hats and jackets, medium to XX large. Jacket costs are \$64.66 plus tax for M, L, XL. \$67.84 plus tax for XXL, XXXL. If you're interested in looking classy and staying warm call (701) 237-5305 or (701) 281-9290 for Dave or (701) 777-7912 for Karmen. You may write: Dave Sahl, Dakota Aero Tech, Inc., 1801 23rd Avenue N., Room #111, Fargo, ND 58102 or Karmen Johnson, UND, Box 8216, University Station, Grand Forks, ND 58202.

Aviation News Briefs

*Mark J. Holzer, Planner
N.D. Aeronautics Commission*

UNDERWOOD ... local airport authority reorganized to plan *new* airport southwest of the city.

GRASS MOWING ... airports need to pay attention to this due to recent rains. Runway over runs, which are 200' to 500' long depending on airport size, must be cut short.

JUNE BOARDINGS ... of airlines are up 24.4% statewide at the seven commercial airports. Increases at Fargo are 1/2 of the state's total increase of 13,505 passengers. A state total of 55,420 people flew in June 1992.

GENERAL AVIATION STUDY ... Dickinson Airport Authority has undertaken a study this summer in an effort to stimulate general aviation.

FUEL TANK COMPLIANCE ... airports with underground tanks must monitor leakage. Contact State Health Department at 221-5166 for current regulations and options.

AIRLINE CHANGES ... Delta announced its departure from Bismarck effective September 11, 1992. United Express announces additional direct service plans for August 1 between Bismarck and Pierre, Jamestown, Grand Forks and Denver. Minot receives a direct flight to Denver avoiding one stop in Bismarck. American inaugurates new service in Fargo on May 1. Northwest plans to new 7:30 a.m. flight to MSP in mid-September from Bismarck.

Pilot Quiz

- In the Northern Hemisphere, a magnetic compass will normally indicate a turn toward the north if
 - a right turn is entered from an east heading.
 - a left turn is entered from a west heading.
 - an aircraft is decelerated while on an east or west heading.
 - an aircraft is accelerated while on an east or west heading.
- Deviation in a magnetic compass is caused by
 - presence of flaws in the permanent magnets of the compass.
 - the difference in the location between true north and magnetic north.
 - magnetic ore deposits in the earth distorting the lines of magnetic force.
 - magnetic fields within the aircraft distorting the lines of magnetic force.
- In the Northern Hemisphere, a magnetic compass will normally indicate initially a turn toward the east if
 - an aircraft is decelerated while on a south heading.
 - an aircraft is accelerated while on a north heading.
 - a left turn is entered from a north heading.
 - a right turn is entered from a north heading.
- During flight, when are the indications of a magnetic compass accurate?
 - Only in straight-and-level unaccelerated flight.
 - As long as the airspeed is constant.
 - During turns if the bank does not exceed 18 degrees.
 - In all conditions of flight.
- The red line on an airspeed indicator means a maximum airspeed that
 - may be exceeded only if gear and flaps are retracted.
 - may be exceeded if abrupt maneuvers are not attempted.
 - may be exceeded only in smooth air.
 - should not be exceeded.
- The pitot system provides impact pressure for only the
 - airspeed indicator, vertical speed indicator, and altimeter.
 - altimeter and vertical speed indicator.
 - vertical speed indicator.
 - airspeed indicator.
- What is an important airspeed limitation that is not color coded on airspeed indicators?
 - Never exceed speed.
 - Maximum structural cruising speed.
 - Maneuvering speed.
 - Maximum flaps-extended speed.
- Which instrument(s) will become inoperative if the pitot tube becomes clogged.
 - Airspeed only.
 - Vertical speed.
 - Airspeed.
 - Altimeter and airspeed.
- Which instrument(s) will become inoperative if the static vents become clogged?
 - Airspeed only.
 - Altimeter only.
 - Airspeed and altimeter only.
 - Airspeed, altimeter and vertical speed.
- When the CDI (course deviation indicator) needle is centered during an omnireceiver check using a VOT, the omnibearing selector and the TO/FROM indicator should read
 - 180 degrees FROM, only if the pilot is due north of the VOT.
 - 0 degrees TO or 180 degrees FROM, regardless of the pilot's position from the VOT.
 - 0 degrees FROM or 180 degrees TO, regardless of the pilot's position from the VOT.
 - 0 degrees TO, only if the pilot is due south of the VOT.

Pilot Quiz Answers

1. D 2. D 3. D 4. a 5. D 6. d 7. c 8. d 9. d 10. c

ND 99's Compete In Air Race Classic

Gwen Vassenden, ND 99's

North Dakota 99's Gwen Vassenden, Fertile, MN and co-pilot Beth Lucy, Jamestown, ND entered the Sixteenth Annual Air Race Classic to find out how perfectly they could fly the 2,615 statute mile course from Thermal, CA to Elk City, OK. It was flown in daylight hours, VFR, according to FAA and ARC rules. Forty airplanes entered, thirty-four started. Gwen and Beth placed 16th overall and were the highest scoring team having never flown any prior air race. They also placed 2nd and 4th in legs 8 and 6.

The planes range from 150-570 horsepower and the contestants are assigned a handicap based on the plane's capabilities. The Archer had a handicap of 133 mph. To insure equal footing they are timed at take off and arrival by fly-by, instead of on the ground.

The first women's Air Derby in 1929 was a remarkable race from Santa Monica, CA to Cleveland, OH. Among the contestants was Amelia Earhart, finishing 3rd. The All Women Transcontinental Air Race, successor to the Air Derby, began in 1947 and the subsequent Powder Puff Derby was conducted until 1977. Pauline Glasson, who had flown in 22 Powder Puff Derbies, and four

other women decided to continue the races. They formed the Air Race Classic in 1977. Pauline was #40 in this year's race but she and five other planes did not complete the race because of weather in Mena, Arkansas.

The race was a challenge, adventurous and a fun way to see the USA.



Beth Lucy and Gwen Vasenden

AFSS National Facility of the Year Celebration

On Wednesday, June 24th, 1992, at 10 a.m., the employees of the Grand Forks AFSS were honored for their dedicated public service. Mr. Gary Ness, Director of the North Dakota Aeronautics Commission, representing Governor Sinner, read a letter proclaiming statewide that June 24, 1992, was Grand Forks Automated Flight Service Station (AFSS) Day. Grand Forks Mayor, Mike Polovitz, also proclaimed this date as Grand Forks AFSS Day city-wide. What an honor! Mr. John Cuprisin, the FAA Great Lakes Regional Air Traffic Division Manager, presented the Great Lakes Region Facility of the Year Award. Mr. Bill Pollard, the FAA Associate Administrator for Air Traffic, presented the National Facility of the Year Award. Both Mr. Cuprisin and Mr. Pollard stressed the fact that this award was truly a team effort, and that all the dedicated and public service minded people of this facility shared in the effort that it takes to win such recognition. Mr. George Unruh, Grand Forks Regional Airport Authority Chairman, presented a plaque recognizing the dedication that has come to be the everyday work ethic of all the people at the Grand Forks AFSS. Cheryl Osowski, Senator Burdick's Field Representative, and Jim Hand, Senator Conrad's Field Representative, read letters recognizing the achievements of the Grand Forks AFSS, since commissioning in 1987, that brought us to the "top-of-the-list". Mr. Bob Fishman, North Dakota AFSS Air Traffic Manager, read a letter of congratulations from the North Dakota Aviation Council Chairperson Cynthia Schreiber-Beck. The ceremony was followed by a tour of the facility and refreshments. We would like to express our appreciation to all North Dakota pilots for your support because each of you indeed deserve to share in these awards. We look forward to continuing the highest possible quality of service to you, the aviation community. If you have any questions, comments or concerns, please feel free to contact us at (701) 772-7489. When in the area, stop in and visit.

Thermal's Tribute to
JACQUELINE COCHRAN

AIR RACE CLASSIC
June 26-29, 1992

Elk City honoring
BRONETA EVANS

AIR RACE CLASSIC, LTD.
International Airport
318 International Drive
Corpus Christi, Texas 78406
(512) 289-1101

RACE ROUTE
2615.65 STATUTE MILES

The Federal Aviation Administration "P.A.C.E." Program

Les Ellingson
Accident Prevention Program Manager
Fargo FAA-FSDO

You may be asking yourself by now, what is the P.A.C.E. program? PACE is the acronym for Pilot and Aircraft Courtesy Evaluation. This program was started about 2 years ago by the FAA in order to improve communications and trust between the public and the FAA. It is an opportunity to provide an evaluation of the airworthiness of your aircraft and of your flight proficiency. The evaluation consists of 2 parts:

A maintenance evaluation conducted by an airworthiness inspector and a flight evaluation conducted by the Accident Prevention Program Manager or Operations Inspector. The pilot need not participate in both evaluations, rather he/she may choose between either or both. Each part takes approximately 1 hour.

The airworthiness evaluation should include document inspection (registration, airworthiness, weight and balance, radio station license, aircraft manual), logbook entries, evidence of airworthiness directive (AD) compliance and an aircraft inspection for markings, placards, manuals, equipment, cargo security, and general airworthiness. Aircraft evaluations should be limited to simple inspections requiring only minor disassembly such as removal of an inspection panel or engine cowling.

The flight evaluation should start with document inspection (pilot certificate, medical, logbook for currency). Flying should normally be limited to daylight, visual meteorological conditions. A standardized procedure should include a pre-briefing by the inspector, takeoff and area departure, basic air work, and a return for several landings as time permits. If the pilot so desires, any other maneuvers or simulated instrument procedures can be performed.

It is important to note that there are no failures or violations in this program. Only suggestions will be made as to condition or airworthiness of the aircraft and ideas that may improve your flight proficiency.

Presently, 4 PACE programs have

been scheduled in North Dakota:

- Jamestown
Saturday, August 22, 1992
9 am to 4 pm
- Dickinson
Saturday, August 29, 1992
9 am to 4 pm
- Grand Forks
Saturday, September 12, 1992
9 am to 4 pm
- Williston
Saturday, September 26, 1992
9 am to 4 pm

Flyers will be mailed out about 2 weeks prior to each program date, to every pilot in that area. For more information or scheduling please contact: Les Ellingson at 701-232-8949.

Transportation Research Board Recommends Changes in FAA

The Transportation Research Board recently completed a study that questions the FAA's ability to function within a structure unable to cope with the anticipated growth in air traffic. The study, entitled "Winds of Change: Domestic Air Transport since Deregulation", concluded that a mandated study of change in the organization of the FAA by an independent group should occur. The study says that three options for reorganization should be looked at: 1) returning the FAA to its former independent status; 2) developing a public government corporation responsible for all FAA functions; and 3) developing a private, congressionally-chartered corporation for the FAA.

The study talks about bureaucratic obstacles in procurement, as well as stability in leadership, including the Administrator and the Secretary of Transportation. Being independent of the DOT or not, the report states that "the FAA will be subjected to the problems of political game playing, some relating to the Office of Management & Budget and the DOT, and some to Congress and the Executive Branch. Only as a self-financed entity, not subject to the personnel ceilings and appropriations, can the FAA be freed from these

problems. Perhaps more politically sophisticated leaders in the FAA and more understanding managers in the DOT could marginally alleviate the problem, but the prospects for the FAA's escaping from political pressures are not encouraging."

The report cites many other subjects such as safety, airport and airway capacity, delays, runway incursion, pilot experience and aging aircraft.

New FAA Records Policy

The FAA has initiated procedures to expunge records of old certificate suspensions and civil penalties. Although certificate revocations will remain on the books indefinitely, FAA records involving Airman Certificate suspension or individual civil penalties will now be maintained for only five years. Cases closed with no enforcement action will be expunged within 90 days. The new policy pertains only to records of pilot's actions as individuals — not to companies or operating certificate violations.

Due to the large number of records eligible for expunction, FAA expects the initial process to take several years to complete. Individuals who become aware of enforcement data that has not been expunged can request that their records be amended, by writing the FAA at Airman Certification Branch, Mike Monroney Aeronautical Center, AAC-220, P.O. Box 25082, Oklahoma City, OK 73126.

North Dakota 99's Chapter News

Dianne Herr, ND99

The Lady Pilots of the ND Chapter of 99's have enjoyed the summer with many flying activities.

Each summer we schedule an airport for airmarking. This year our scheduled May meeting and painting project was delayed due to weather. But, with the determination of our Airmarking Chairman Wynola Eide

(Continued on next page)

and New Rockford Airport Chairman Erling Rolfson, we rescheduled the project and completed the job. As you fly over New Rockford, check out the bright new paint on Runway 13-31.

Our June meeting was scheduled at the Beulah Fly-In and Pancake Breakfast on June 20. Food always seems to bring people together — we had ten members, 3 guests and 3 - 49 1/2's (husbands) in attendance. We enjoyed the activities and dedication of the Beulah Airport as well as the breakfast. The cool but beautiful day allowed Norma Hellman from Billings, MT, to fly her Cessna 140 to our meeting. Also coming from a distance was Dolly Dennert and Pat Schaefer from the Aberdeen area.

Our biggest complaint is that we never get enough time to visit at our meetings (typical women!!). So in July we planned a family camping weekend with 99's member Lorraine Boehler and husband Herb at their lovely cabin along the Missouri River at Washburn. Our flying was "all hangar talk", but we all enjoyed the great relaxing weekend.

The Sunflower Festival in Wahpeton is scheduled for August 8. We are hoping to join members of the Minnesota 99's and Canadian 99's for an informal fly-in and "friendly-female-flying talk". Our regular scheduled meeting is August 15 at the Peace Gardens. We welcome and encourage any lady pilots to join us for the day. Contact Shirley Frost, Minot, 852-1798, to verify the schedule.

ND Flying Farmers

Bill Stramer, NDDF

Flying Farmers from around the region enjoyed a fly-in at Arlyn Kraft's in Mapleton, June 14. Fourteen planes tied down. Many local friends joined in the potluck dinner. Friends from MN, ND, and SD were there.

On May 28 the Linton Airport Authority sponsored a pancake breakfast. While not many FF attended, we took a side trip and toured the Lawrence Welk homestead. It has been restored and converted into a museum.

August 2 there will be a potluck fly-in, at 12:00 noon, at Piney Pine Creek border airport. It is jointly sponsored by MN, ND, Manitoba and SD. Beverages and utensils will be furnished. The airport is 15 nm NW of Roseau, MN. Vor 108.8, NDB 342, Unicom 122.8.

Plans are being finalized for the FF convention, Sept. 25-27, at the Radisson Inn, Bismarck. It is the highlight of our flying farmer year.

The International Flying Farmer Convention was held at Sacramento, CA, on July 21-26 and North Dakota was honored with three elected officers for 1992-93. Don Zimbleman, Fullerton, ND, was elected Vice President; Leiane Dahl, Cogswell, ND, was elected IFF Duchess; and Karin Dahl, Cogswell, ND, was named IFF Farmerette. Congratulations to each of you.

Pioneer Profile

Phillip "Flip" Miller
Valley City, ND
IA Certificate #1207876
Pilot License #1126260
Commercial and Flight Instructor

Although his family thought he was crazy for becoming involved in aviation, Flip Miller made it his career. He received his private and commercial training at Cando Aviation in 1948 and 1949, and his A & P in 1951, graduating from the Aeronautical University at Chicago. Since 1948 Flip has been employed as a pilot or combined pilot/mechanic in Cando, Fargo, West Fargo and Valley City, North Dakota. Overseas he was involved in regional insect control projects in Bagdad and Basara, Iraq (1954); and in Tunis, Tunisia, and Tripoli, Libya (1959/60). In 1963, Flip entered into the aircraft maintenance business and went into avionics in 1970. Throughout his aviation career he has flown some 40 different makes and models of aircraft, maintained most of those aircraft and was awarded an "Outstanding Achievement Award" from the EAA for the 1969/70 Sievers/Miller homebuilt biplane. Other awards he has received include three aviation mechanics safety awards and an outstanding mechanic citation.

According to Flip, aviation has given him a lifetime of decent living. It has challenged him to do the many things required of an aviation mechanic and he would like to think that he has promoted aviation, supported it, and tried each time he could, to contribute to aviation safety. He believes the biggest thing aviation has done for North Dakota is in the field of agriculture, other facets of the aviation industry rise and fall along with the economics of the times. Rules, in his judgment, have eliminated some businesses, competition has dwindled others. To benefit the aviation industry in North Dakota, Flip feels a massive reform in the "tort" laws would be a good start. He states that the outside costs in aviation (insurance, high fuel and maintenance costs, etc.) have curtailed most pleasure flying; all the costs add up to a cost per hour rate that most people cannot afford and if they could, they don't see the justification.



New Rockford. Left to right: Wynola Eide, Mandan; Dianne Herr, Turtle Lake; Shirley Frost, Minot; Beth Lucy, Jamestown; and Lorraine Boehler, Bismarck. Not pictured but a very willing helper was Lyle Frost, 49 1/2 from Minot.

NDAAA Report

Cynthia Schreiber-Beck
Executive Director

*According to my contacts, many North Dakota aerial applicators are having a slow year. The rains, in many cases, came too late and in some cases came in the form of hail. There isn't much time left in the 1992 season to change the acreage figures but let us not resort to changing normal operating procedures in order to pick up a few extra acres. In most cases, those frequently cost you more than you can possibly net. For those operators who are having an average or above average year, watch your P's and Q's so you can be around next year to do the same for your customers. (Also show up at the fall meeting so you can buy dinner for those who were less fortunate.)

*The NDAAA/MAAA/SDAAA display is in the works for "BIG IRON", September 15-17, 1992. The intent is to add some items to the aircraft display which was set up last year, such as rinse equipment, nozzles and flow monitors. Your suggestions would be appreciated and so would your assistance. Just call me (642-5777) if you have any ideas. The NDAAA Operator list will be on display there, so if you haven't paid your \$50.00 dues for 1992, please do so by August 20, 1992.

*Marlin and Cindy Haberstroh, Sunrise Spraying Service, Lisbon, are hosts for the fall meeting at Lisbon, on October 2, 1992. The noon luncheon will be held at the clubhouse with a meeting and golfing following. Supper will be at the "Stake Out" in Lisbon. Please mark your calendar and plan to attend since this is going to be a legislative year and there are a number of items on the agenda which require your input.

*The fall National Agricultural Aviation Association board meeting is scheduled for October 7-9, 1992, at the Holiday Inn Crown Plaza in Memphis, TN. Gerald Beck and Ron Deck will be representing the NDAAA there.

*The National Ag Aviation Museum and Hall of Fame Golf Tournament is scheduled for October 9-11, 1992, Olive Branch, MS. All profits are donated to the NAA Hall of Fame in Jackson, MS. If you're interested (I've heard tell that it is a great way to spend a little time with industry people) contact Becky Hawkins (Mid-Continent) at (314) 359-0500.

*Your Association will be exhibiting at the ND Agricultural Association Trade Show at the Bison Sports Arena, NDSU campus, Fargo, November 23 & 24, 1992. You should plan to attend just to hear Dixie Lee Ray, noted author of "Trashing the Planet", former governor of Washington, and past Chairperson of the U.S. Atomic Energy Commission, speak about the incorrect/incomplete information which "environmentalists" are spreading.

*The Minnesota Agricultural Aircraft Association is fighting an ordinance which was passed on May 11, 1992, by Mantrap Township in Hubbard County, MN, that would make it nearly impossible to aerially apply pesticides within the township. The MAAA is questioning the state's right to pre-empt local pesticide control. Your financial assistance would be appreciated since the anticipated costs are expected to be in the \$10,000 range. If you are so inclined, please send your dollars to: MAAA, 2916 South Shore Drive, Prior Lake, MN 55372. For more information call Theresa Ambroz, MAAA Executive Director, at (612) 447-1187.

*WNAA \$1,000 Scholarship Essay Contest Announced: The essay title is

"Agriculture Aviation: Past, Present and Future". Entries will be judged on theme development, clarity and originality. Length is not to exceed 1500 words. Entry deadline is September 1, 1992. Entrants must be 1992 high school graduates and/or enrolled in continuing education. Three copies of typed, double-spaced manuscript should be sent by certified mail to: Yolanda Gibson, PO Box 858, Blackfoot, ID 83221. Mark the envelope in large letters with, "Attn: Essay Contest". The title page should contain entrant's name, sponsoring NAAA operation, address and telephone number. Include a short biography with a picture on a separate page. The one important change in the rules this year is: If the winning entrant is seeking other financial aid, then the money will be sent to their NAAA sponsor. **This is an opportunity for your children or grandchildren, therefore, encourage them to take advantage of it!

*From Vern Hofman, Extension Agricultural Engineer, NDSU: New equipment and software has been purchased that will speed up the pattern testing procedure. The string system is still being used but new software, that is compatible with IBM computers, was purchased from WRK. North Dakota State University, South Dakota State University and the University of Minnesota have portable IBM computers. The latest purchase was a Hewlett-Packard laser printer. The funds for this were provided by donations from: Ostlund Chemical Company, Wilbur-Ellis Company, Loveland Industries, Terra International and Rosen's Incorporated. The laser printer will speed up the printing process as this has always been a major holdup in pattern testing. I would like to thank these organizations very much for their generous contribution.

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