

Aviation Quarterly

Issue # 24

NDAC

FALL, 1993

NDPA News

Morrie Thingstad, President

Thanks to all our new members for signing up with the NDPA, we need your participation. Membership has grown 32% so far this year. Remind your friends that we are still offering membership for the rest of the year for \$10.00 (see coupon on page 6) until the Aviation Symposium!

Congratulations to **DON KERN**, a senior at West Fargo High School. Don is one of our newest and youngest members of the NDPA.



NDPA members attending the upcoming Upper Midwest Aviation Symposium, February 27th through March 2nd will be able to get answers to their general aviation questions and much, much more: We're planning on sessions on GPS use and approvals, Rick Mercil's "hot topics" of cockpit management and a safety seminar. We plan on talking about new aircraft designs, everyday flying discussions, and more. We're looking for topics the membership wants to hear about as well, so let us know soon.

Hold off on your avionics purchases until the Symposium. Last year I bought a Garmin 55AVD for \$1158 in Decem-

(Continued on page 6)

UND Aerospace News

UND Flying Team Scores Win in Regional Flight Competition

(Grand Forks, ND)—The UND Flying Team captured the overall team championship in the Region V National Intercollegiate Flying Association's (NIFA) Safety and Flight Evaluation Conference (SAFECON) held in St. Cloud, Minnesota October 16 and 17. The top three teams at this event have qualified for the National Championships to be held next May in St. Louis, Missouri.

"The team did a fantastic job to win this competition," said UND Flying Team coach Charlie Robertson. "I am very proud of our pilots. They did very well in both the ground and the flight events. It was a complete team effort with 11 of our 12 team members scoring points. We've got the makings of a team that I think can return the national championship to UND at the national meet next spring."

In addition to winning the overall championship, UND pilots took top honors in two of the nine individual events and placed four team members in the top ten rankings for top pilot. The team was awarded the Judges Trophy, the Safety Award and took first place in both the combined flight events and the combined ground events.

Teams from eight Midwestern colleges and universities took part in this competition.

Space Camp at UND CAS

A group of 33 junior high school students from across the United States took part in the 10th Annual UND International Aerospace Camp.

The camp provides the students with first-hand experience about the aviation industry, including a chance to fly. Camp instructors are faculty at UND's Center for Aerospace Sciences.

EAA Eagle Flight Off To A Flying Start

Neil Kovash, NDSAA

In the first year, the Eagle Flight program has given a total of more than 30,000 rides nationwide. The North Dakota members have given over 100 rides, as of August 31, 1993.

Children ages 8 through 17 are eligible to be introduced to aviation by becoming a YOUNG EAGLE. Each youngster is introduced to the concept of aviation with a pre-flight "ground school" before meeting with his/her pilot. Then after "assisting" the pilot with a preflight inspection of the aircraft, they go flying on a one-to-one basis for a flight in which the YOUNG EAGLE uses the sectional chart to locate and track the aircraft's position during the flight.

It is the goal of this program to "log" one million YOUNG EAGLES in the "World's Largest Logbook" by the close of the year 2003. This record, displayed at the national headquarters in Oshkosh, Wisconsin, will be on permanent display.

Members of the International Flying Farmers are also recognized as eligible participants in the Young Eagles Program.

Anyone wishing to take part in the YOUNG EAGLES program is invited to contact the North Dakota field representative Neil Kovash at: (ofc.) 232-7119 or (hm.) 282-7633 for supplies and/or guidelines.

If you have any children wishing to obtain a ride and know of a local EAA member, or IFF member, why not ask them to give your youngster an EAGLE FLIGHT experience.

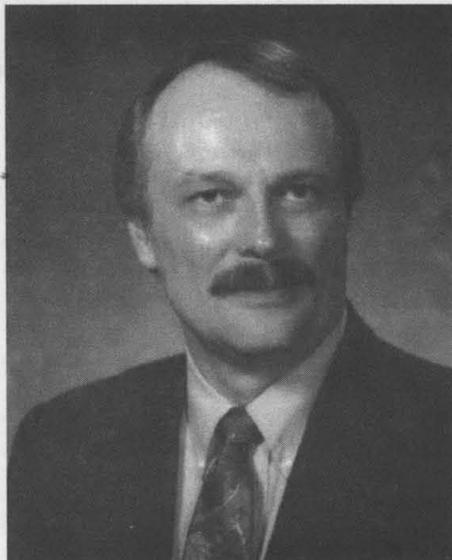
Ness Elected President of National Board

Gary R. Ness, Director, North Dakota Aeronautics Commission, was elected President and Chairman of the Board of the Center for Aviation Research and Education.

The Center is a non-profit educational foundation affiliated with the National Association of State Aviation Officials (NASAO). It exists to serve the developmental needs of the nation in the area of aviation education and research. The Center is able to apply a multitude of state aviation services and programs in a collective fashion to combine resources, streamlining and enhancing the system for the public benefit.

At the 62nd annual meeting of the National Association of State Aviation Officials (NASAO) held in Duluth, Minnesota, Mr. Ness was elected 1st Vice President of the Association and member of the Executive Committee. The Association is made up of all 50 states as well as the aviation departments of Puerto Rico and Guam. The purpose of the Association is to encourage and foster cooperation and mutual aid among the states, federal government and the public sector in the development and promotion of civil aviation.

It was also announced that Bismarck will be the site for the 1994 National Annual Meeting.



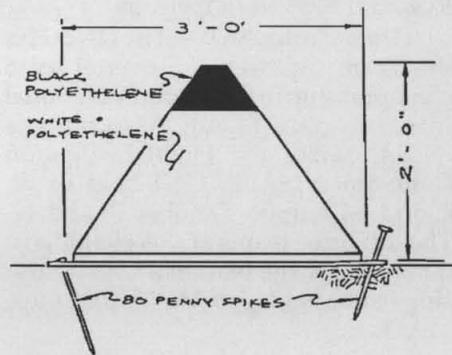
Gary R. Ness

Turf Airport Cone Markers

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

Many North Dakota airports have unmarked grass landing strips. Cone runway markers are a viable, economic answer. For a transient pilot unfamiliar with your airport, these inexpensive markers could be very valuable for locating the airfield.

Displacement of thresholds to clear roads, trees, fences, and powerlines, could be marked to improve daylight airport safety. Cones could also be used to make a segmented circle to locate the windsock or depict traffic patterns.



Two firms to contact for more information are:

Settle Aviation, 3080 Airport Road, Helena, MT 59601, 406-443-0066 (white/black cone).

Stack Pac Corporation, 5633 52nd Street SE, Grand Rapids, MI 49512, 616-698-6030 (yellow cones).



The 99's Airmarking project this year was at Beulah. L-R, Dianne Herr, Turtle Lake; Wynola Eide, Mandan; Lorraine Boehler, Bismarck and Shirley Frost, Minot and their husbands completed the project on a beautiful Saturday in September.

CALENDAR OF EVENTS

November 9-10

Ninth Annual Airport Conference

Rosemont, Illinois

Sponsored by the Federal Aviation Administration, Great Lakes Region

Contact Carol Koenes (312) 694-7013

November 14

Eastern Rendezvous and Fly-In
Glendive, MT, contact Pat (406) 365-5815

February 23-26

Montana Aviation Conference
Billings, MT, contact Debby (406) 444-2506

February 27-March 2

Upper Midwest Aviation Symposium
Bismarck, ND, contact Roger (701) 224-2748

March 18-20

Phoenix 500 Air Race
Mesa, AZ
(602) 941-0061

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FROM THE DIRECTOR'S CHAIR

Gary R. Ness, Director
ND Aeronautics Commission

I attended two meetings recently that have made a difference in my outlook on the aviation picture.

Chairman Jack Daniels and myself attended the Federal Aviation Administration/General Aviation Conference in Kansas City, Missouri on September 8-10, 1993. The conference was attended by 100 plus individuals from the national aviation community. This was a 2 1/2 day intensive planning effort with the participants broken down into small working groups. This effort will be reported out as an Action Plan by the FAA in November. I am encouraged with the effort because of the reports from the work groups given at the end of the conference. I believe we now have a road map for the FAA and General Aviation to utilize towards revitalization of the industry with many short term goals. Stay tuned for future reports on this national effort.

I attended the 62nd annual meeting of the National Association of State Aviation Officials held in Duluth, Minnesota. What I considered to be a highlight of the event was the opportunity to meet and talk with the new FAA administrator, David Hinson.

Mr. Hinson has a very engaging personality with a warm rapport with his audience. My opinion from our conversation is we now have an administrator that knows this industry from the ground up. There really has not been a past appointee to this position that has his background in the aviation industry. He has hit the ground running. Early this September, he is-

sued a "General Aviation Policy Statement" (see insert). This is the first time in history that this has occurred. Even more encouraging is that he knows North Dakota. As a new young pilot with Northwest Airlines, he flew the old Northwest route: Minneapolis-Fargo-Jamestown-Bismarck-Billings and return. He reminisced on the route structure and has fond memories of our great state.

Both of these events gave me a brighter outlook on what is in the future for general aviation. What we need now is to build on the new foundation set.

Good Things Do Happen in Aviation!

- The Senate Finance Committee passed a tax package which does not include fees specific to general aviation.
- The House Version did include fees that could have been disastrous to general aviation. Remember, the national annual aircraft registration, title transfer, airmen certificates, medical examiners, and many more fees that were proposed.
- The Senators credited for wiping out the fees are Kent Conrad (ND), Daschle (SD), and Baccus (MT). The Minority Leader, Senator Dole (KS), and Senator Wallop (WY) were helpful in the total effort.
- Your letters to the Senator in opposition did the job. **See, it does work!**
- I know you all join me in thanking Senator Conrad in his support.

"Center, we have a problem."

On July 19, 1989, United Airlines Flight 232 departed Denver at 2:09 p.m.



and climbed uneventfully to a cruise altitude of 37,000 feet. At approximately 3:16 p.m. the flight notified Minneapolis Air Traffic Control Center that the number two engine had failed, and the aircraft was marginally controllable.

We hope you can attend the Upper Midwest Aviation Symposium on February 28th and hear the rest of the story from Captain Al Haynes.

Federal Aviation Administrations General Aviation Policy Statement

General aviation is critically important to the Nation's economy and to the national transportation system. General aviation plays a crucial role in flight training for all segments of aviation and provides unique personal and recreational opportunities. It makes vital contributions to activities ranging from business aviation, to agricultural operations, to Warbird preservation, to glider and balloon flights.

Accordingly, it is the policy of the FAA to foster and promote general aviation while continuing to improve its safety record. These goals are neither contradictory nor separable. They are best achieved by cooperating with the aviation community to define mutual concerns and joint efforts to accomplish objectives. We will strive to achieve the goals through voluntary compliance and methods designed to reduce the regulatory burden on general aviation.

The FAA's general aviation programs will focus on:

1. **SAFETY**—To protect recent gains and aim for a new threshold.
 2. **FAA SERVICES** — To provide the general aviation community with responsive, customer-driven certification, air traffic, and other services.
 3. **PRODUCT INNOVATION AND COMPETITIVENESS**—To ensure the technological advancement of general aviation.
 4. **SYSTEM ACCESS AND CAPACITY**—To maximize general aviation's ability to operate in the National Airspace System.
 5. **AFFORDABILITY**—To promote economic and efficient general aviation operations, expand participation, and stimulate industry growth.
- September 8, 1993
David R. Hinson, Administrator

Developments at the Mandan Airport

Jim Lawler, Manager

The Mandan Municipal Airport is expanding and wants you to know that a 10 unit t-hanger is currently being built. If interested in a unit, contact the airport. The airport is also looking for someone interested in opening a aircraft business of some kind. Space for lease. Call 663-0669.

From The North Dakota AFSS

Bob Fishman

FAA Air Traffic Manager

Here we are at the end of another North Dakota summer, looking ahead to the change of the seasons. The past few months have brought some unusual conditions, both for pilots and the general public. As all pilots with any experience flying in the northern plains know, the weather associated with this time of year brings with it many unexpected conditions.

At the Grand Forks Automated Flight Service Station we are very proud of the services we provide to the general aviation community, some of which are used on a daily basis, others are required only rarely. One seldom used service is Search and Rescue (SAR). This is a service provided to a pilot conducting a flight under Visual Flight Rules (VFR). Although it is not absolutely required to file a VFR flight plan, it is one of the cheapest forms of insurance. When a pilot files a VFR flight plan, they are insuring that the flight service system will initiate a search for their aircraft if that flight plan does not get cancelled when expected.

To insure SAR services are provided, a pilot needs to accomplish several steps. The first step is to file a VFR flight plan (SAR for flights conducted under Instrument Flight Rules [IFR] is provided by the enroute or terminal facility with the AFSS assisting). That flight plan then needs to be activated. Calling the AFSS over the radio upon departure, giving an assumed departure time when filing, or having a third party call with an observed departure time are a few methods of activating a flight plan. If, for some reason, there should be any changes to the flight plan after departure, such as extending the estimated time enroute (ETE), total hours of fuel on board, route of flight or even the destination, a quick call to any AFSS can get those changes taken care of. Since it is understood that it may be difficult at some airports to contact the Flight Service Station, SAR does not commence until 30 minutes after the estimated time of arrival (ETA). If no contact with the pilot or aircraft is made by that time, the flight is considered overdue.

If a flight plan becomes overdue, a communications search begins and a physical search of the destination air-

port is made. The AFSS will contact the departure AFSS (if different from the destination AFSS) and request all the background information on the flight. This information will be used to try to locate the aircraft. If the aircraft is not located within the next 30 minutes (now 1 hour after the ETA), then the search is expanded to include other Air Traffic Facilities. Those facilities will conduct a search of the airports along the route of flight for which they are responsible. All information collected, including routine radio contacts with the aircraft, is sent to the AFSS initiating the SAR process.

If the aircraft has still not been located after another hour (now 2 hours after the ETA), then the search is stepped up to the next level. At this point the Rescue Coordination Center (RCC) at Scott Air Force Base in Belleville, Illinois becomes involved and the physical search intensifies. The SAR process continues until either the aircraft is located or the search is suspended by the RCC.

Because of the urgent nature of Search and Rescue, it carries a high priority when compared to the more routine services provided at the Grand Forks AFSS. Regular training is conducted to insure that each employee at this facility remains proficient in the SAR process.

If there are any questions about this or any other service we provide, please call me at (701) 772-7489 or, when in the Grand Forks area, feel free to stop in the AFSS for a visit.

NDPAMA News

Karmen Johnson, President

Convention time will be upon us soon.

PAMA officers have been meeting and are calling speakers for the convention. Remember to call a PAMA officer if you have suggestions for speakers.

PAMA will be sponsoring two FAA seminars this winter. The first is scheduled for November 17 in Fargo at the Radisson Inn. The second seminar will be held January 19 in Bismarck at the Radisson. Hours for both seminars are 8:30 to 5:30. This is for all interested mechanics, repairmen, and students. This seminar qualifies for IA renewal. Fargo FSDO will be sending out a letter with subject matter. Hope to see you at one of the two seminars.

Airspace Reclassification

Leslie B. Ellingson

Accident Prevention Program Manager
Fargo Flight Standards District Office

The most common airspace reclassification question that has surfaced during meetings and general discussions with pilots is: Class D airspace replaced the control zone, correct? The answer is correct. The follow-up question: what about airports such as Jamestown, Devils Lake, Dickinson, etc. which previously had control zones, which are now Class E airspace; do I need a special VFR to enter; does it begin at the surface; how high does it extend? I feel many of the articles written on airspace reclassification failed to emphasize what is new referred to as airport surface areas. An Airport Surface Area is shown on the sectional chart as a dashed magenta line replacing the dashed blue line shown previously for control zones.

Airport surface areas begin at the surface and extend upwards to the base of the overlying controlled airspace. There may be extensions to Class D airspace if the extension requires over two miles. When flight visibility and/or the ceiling is below 3 miles or 1000 feet a special VFR is still required. When a control tower closes for the evening, the Class D airspace changes back to Class E airspace which alleviates the two way radio communications requirement but still requires a special VFR for operations in less than 1000/3. Federal Aviation Regulations 91.155 c and 91.157 will explain this in greater detail.

Remember, if you're operating VFR verify if the airport is in an airport surface area and verify what the latest reported ceiling and flight visibility are. What may seem to be good weather where you are may not be where the observation is taken.



Weather To Be Reported In Cockpit

Arnav Systems and PanAm Weather Services are developing a system to transmit weather data directly to the cockpit. Called WxLink, it transmits AWOS and other data to a map on the standard Arnav multifunction display, providing up-to-the-minute VFR/IFR analysis of airport conditions over a large area.

A mock-up of the system was displayed by the National Association of State Aviation Officials at the EAA fly-in in August. Minnesota state aviation officials are considering funding a demonstration this year, involving up to 15 aircraft.

Initial testing was completed at NASA's Langley Research Center in Hampton, Virginia, and Pierce County-Thun Field, Puyallup, Washington, the home airport for Arnav.

The system can also receive weather data automatically from participating aircraft, including altitude, temperature, humidity, and winds aloft. Future plans call for additional aircraft sensors to automatically report turbulence and ice accretion via VHF data link.

Pilots within 150 miles of special VHF weather transmitters need only move a cursor on the cockpit display to obtain textual data, including hourly sequence reports, pIREPs, airmets, and sigmets, or graphic data such as radar summaries and satellite depiction charts. Arnav President Frank Williams intends to have five transmitter sites operating in Minnesota in October.

The system would free Flight Watch frequencies and provide a self-briefing weather station in the cockpit.

The Arnav multifunction display, aside from displaying weather data, provides graphics maps, terra in proximity warnings, and graphic instruments showing 35 engine and airframe conditions. It can map out airports and runways and show frequencies, Class B and C airspace boundaries, VORs, NDBs, airways, intersections, SIDs, STARS, and approaches. Even man-made obstructions, lakes, and highways are included. For more information, call Arnav in Puyallup at 206/847-3550 or PanAm Weather Services in Minneapolis at 800/367-6602.

Excellent Weather — Successful Fly-In Breakfast

Blue skies and light breezes were very welcome during the annual breakfast at the Turtle Lake Airport. After two years of wind and low ceilings that dampened the spirits of area pilots, the Turtle Lake Airport was host to 47 aircraft, pilots and guests at their annual Fly-in Pancake Breakfast on September 19. About 350 people were served.

Due to the lack of an FBO, the event is sponsored by a local church and the breakfast is served in a hangar owned by Ray and Dianne Herr. The Herr's enjoy providing the facility and feel

that the support of the area pilots is necessary to promote general aviation in the state especially in the small towns.

Next September, weather permitting, a breakfast will again be waiting for all of you to enjoy. Mark your calendar now and check next summer's Aviation Quarterly for the date and time. A Fly-in Breakfast is only a success if supported by area pilots. Next summer plan your flights around the many aviation activities in our state. You will be glad you did!!



VOLUNTEERS from the community enjoy cooking the pancake breakfast at Turtle Lake in September.

VIDEO TAPE TOUTS BENEFITS OF AIR CHARTER TO POTENTIAL CUSTOMERS — National Air Transportation Association is distributing an eight-minute video tape for use by air charter companies as a sales tool to promote charter transportation as an effective, safe and reliable mode of travel. "We created the video to counter the general perception that the commercial airlines are the only choice available to the ordinary air traveler," said Michael Pittard, chairman of NATA's Air Charter Committee. "If the air charter industry is to grow in the '90s and beyond, we will increasingly need to reach markets in addition to business travelers and corporate flight departments." To obtain copies of Air Charter: The Surest Distance

Between Two Points, contact NATA's Kevin Murphy at (703) 845-9000.

NBAA SETS CONVENTION ARRENDANCE RECORDS — The National Business Aircraft Association said its 46th annual convention last month in Atlanta set a number of records. Registered attendees numbered 17,665, compared with the previous record of 17,312 at the 1992 show in Dallas. The number of 10-foot-by-10-foot booth spaces sold increased from 2,260 in 1992 to 2,330 this year and the number of exhibitors rose from 636 to 670. The association said there were at least 146 aircraft in the static display at DeKalb-Peachtree Airport, compared with 126 at the 1992 static display.

The 1994 NBM convention is scheduled for Oct. 4-6 in New Orleans, La.

Area Pilots Fly "North to Alaska"

Dianne Herr
ND 99's

The long awaited summer flights are history, but the memories are clear and vivid. Seven members of the ND Chapter of 99's attended the NW Sectional meeting the end of June in Fairbanks, Alaska. Five of the 99's together with family members flew the 2500 mile trip in their own aircraft. High wings and low wings, single engines and twin engines, planes with Lorans and GPS's all took to the air as if "Gold Fever" and Alaska were only minutes away. It was an adventure of a lifetime and each Ninety-nine has her own story to tell.

Months of planning paid off. Airplanes were cleaned and polished, emergency equipment, tents, sleeping bags and campstoves were loaded; mosquito lotion, sun screen and hand lotion were packed along with summer clothes and winter clothes, straw hats and umbrellas, blue jeans and "dress-ups", plus, of course, new navigation maps, supplements and customs forms were all part of the cargo. These gals know the meaning of weight and balance!!

Flying the Alaskan Highway is an undertaking, but with proper planning the anxiety quickly vanished and the beauty of the forests and the glaciers of the Canadian Rockies took its place. The major airports along the route were paved and very accommodating. The FSS, even though they lack the radar service of the States, were extremely helpful. Flights plans were open and closed automatically and every pilot was under the "watchful eye" of other aviators.

Upon reaching Fairbanks, the 99's set up camp at the Airport Camp Grounds. From there they toured the area — Denali National Park, Mt. McKinley, Goldstream Dredge #8, Alaskan Pipeline, the Dog Musers Museum and other local attractions. During the three day Conference the 99's were guests at the University of Alaska. Along with the business meetings, educational seminars on navigation, float plane flying, winter maintenance and flying to Russia were well attended.

The Ghost 99's in Alaska, using the theme "Gold Fever - 1993", did an excellent job of giving us a taste of Alaska — the twenty hour long summer days,

the Eskimo culture, the Iditarod Dog Races, and the Bush Pilots adventures can only be experienced by taking a trip to the area. Oh, yes, ask any "99" and she'll say it has to be done in an

aircraft.

Just one final note, the 99's are available as guides for your long-awaited dream of a trip to Alaska!! Just ask



Fairbanks Airport Campgrounds.

NDPA News ... (Continued from page 1)

ber; at the symposium they sold for \$850! I think with the great moving map they now offer you may be able to get the whole thing for about \$1,000. The units may be TSO'd by then and approved for more uses.

Ron Saeger of Fargo will be our next NDPA Presidential candidate. He is busy working on the North Dakota Pilots AIRLIFELINE. If you'd like to talk to Ron about what you think the NDPA should be doing, or to learn more about AIRLIFELINE give him a call at 232-1612. He'd love to hear from you and we think you'll like him!

If there's anything you think we need to cover or would like to see form the NDPA at the symposium, give any of the officers a call. You're going to have a terrific chance to pick up a lot of great information and have a great time in "Hangar Flying" with your fellow pilots. I'm looking forward to seeing every one of you this next symposium.

If you know pilots who haven't joined us, give them the encouragement to attend the Symposium in February/March and join the NDPA! See you with your wings on ...

clip & mail the coupon below with your membership dues

YES! I want to join the **North Dakota Pilot's Association**. Enclosed find \$10.00 for my dues good to March, 1994. Thank you for helping provide a voice on the North Dakota Aviation Council and aviation organizations state and nationwide for the views, needs and concerns of North Dakota's pilots!

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____

Clip & mail to: Andrew S. Niemyer
Treasurer, NDPA
1834 Santa Gertrudis Drive
Bismarck, ND 58501

THANKS FOR YOUR SUPPORT!

ND Flying Farmers

Jim and Yvonne McLeish

The North Dakota Flying Farmers held their 46th Annual Convention at the Doublewood Inn in Bismarck. Included in the convention were tours to the Heritage Center, Capital Building, the General George Custer house and commissary building located at Ft. Lincoln. The reenactment of the 1876 era, the life of an officer's wife and the "living tour" of the Custer House was enjoyed by approximately 50 members. The tours were very well done and much more interesting than just a walking tour.

The Friday night opening exercises included a slide preview of the 1994 International Flying Farmers convention at Stillwater, Oklahoma to celebrate the 50th anniversary. Also, International Flying Farmer President Don Zimbleman of Fullerton with his wife, Ardie, presented a preview of the January workshop in Albuquerque, NM. Ten year old Meriah McLeish and Laura Voller demonstrated line dancing.

Tom Dahl of the Bismarck Crime Prevention Bureau was the speaker at the morning business meeting. He spoke on the need to be aware of suspicious actions on vacant farm sites and little used buildings around the state. He also reported on the need to be alert for late night activities at rural airports and low flying aircraft. We were advised to look for aircraft numbers and to notify the State Crime Bureau of what was observed. He said we could all make a difference by just being aware and notifying the proper authorities.

Julian Buxton III spoke at the noon luncheon. He spoke on Dr. Gail Roen's thesis contribution to the book, *Pilot, Personality and Performances*. It was about a psychological profile of pilots in general. The carefree spirit that makes people want to be pilots needs to be balanced with some sort of normal hard working activity like farming. He said our group represented that balance.

The Saturday night banquet was enjoyed by approximately 70 pilots, families and friends. David Pierce of Bismarck State College Community Service Department gave us an enjoyable evening of laughter. Dave also has the Papa's Pumpkin Patch located north of Bismarck. He described the years it took to get the pumpkin farm going and how it developed into a



Left to right: Robert Lutes - IN.-IFF Treasurer, installs NDDF officers: Jim McLeish - Braddock, President NDDF; Larry Dahl - Cogswell, Vice President NDDF; Roger Pfeiffer - Bismarck, Secretary NDDF; Ralph Jenson - Reynolds, Treasurer NDDF.

great event for a lot of families and school children in the Bismarck area. He spoke on how important it is for families to do things together and complemented us on an organization that included our children.

The date for next year's convention is moving to the first weekend in November 1994, the location to be announced later. Plans for the 1993 Christmas party are being made and will be announced shortly.

Officers elected for the 1994 year are: Treasure, Ralph Jenson of Reynolds; Secretary, Roger Pfeiffer of Bismarck; Vice-President, Larry Dahl of Cogswell; and President, Jim McLeish of Braddock. The North Dakota chapter will be represented by Queen June Jenson of Reynolds for the upcoming year.

The Reverend Clinton Grenz of Bismarck lead us in worship Sunday morning.

Thanks to Virginia Widmer for a job well done on this year's convention, I hope I can do as well. If you would like more information on the Flying Farmers organization, please contact us at 782-6816 or write to Route 1 Box 85, Braddock, ND 58524.

ELEVEN CITIES would lose Essential Air Service under legislation recently approved by the Senate Appropriations Committee. The cities and the carriers serving them are: Jonesboro, Ark. (Lone Star); Gadsden, Ala. (GP Express); Elkins, W.Va. (Colgan); Hot Springs, Va. (Colgan); Galesburg, Ill. (Direct Air); Paris, Tex. (Lone Star); Muncie, Ind. (Direct Air); Bloomington, Ind. (Direct Air); Terre Haute, Ind. (Simmons), Stockton, Calif. (Mesa) and Santa Fe, N.M. (Mesa).

HAPPY HOLIDAYS

NDAAA Update

Cynthia Schreiber-Beck

COMMUNICATIONS

A number of communications have been received or sent. Briefly they are as follows.

* From the National Agricultural Aviation Association (NAAA)

* A sample form for field record keeping/worker protection standard which includes all pertinent data required by the Worker Protection Standard after April 15, 1994. Developed by the Director of the State of Mississippi, Department of Agriculture and Commerce, Bureau of Plant Industry, this sample form included the additional information of the active ingredient of the restricted use pesticide, the time the application was completed, the duration of the Restricted Entry Interval (REI) and the expiration of the REI. This information must be accessible to farm workers 24 hours a day for a period of 30 days after expiration or the REI.

* A memo with the three EPA documents pertaining to the Worker Protection Standard.

* A packet containing 7 CFR Part 110 (Recordkeeping by Certified

Applicators of Federally Restricted Use Pesticides) and a pamphlet entitled "Federal Pesticide Recordkeeping Requirements - Questions and Answers".

* A copy of: Federal Aviation Regulations Part 137 (published date of September 1992); Department of the Treasury, IRS Publication 378 (Revised November of 1992) "Fuel Tax Credits and Refunds"; and IRS Publication 510 (revised December 1992) Excise Taxes

for 1993.

(Note - any of the above publications are available to members upon request)

From Gary Ness, Director, ND Aeronautics Commission, the results of the May 25, 1993, Pesticide Control Board Meeting. Of concern to NDA AAA members is the impact of the Wetlands Trust (Pilot Program) on their customers.

The NDA AAA received a letter of reply from Representative Earl Pomeroy about the bogus parts issue. Neither ND Senator has responded as of this writing.

The North Dakota Grain Growers Association sent a thank you for assisting financially with the Grain Growers First Annual Environmental Tour held last summer. This successful event brought Washington D.C. environmental advocates to the state of North Dakota.

PESTICIDE REVIEW BOARD

Dale Faust has been representing the NDA AAA at the Pesticide Review Board Meetings. A recent issue, which will be resolved at a meeting during the NDAA Ag Expo, involves who is responsible for posting fields and what pesticides will be on the North Dakota "required posting" list. The posting issue was addressed again because of federal posting requirement, under the Worker Protection Standards, which states that the growers are responsible for posting fields after notification from the applicator that the field(s) were treated. The NDA AAA proposed that the North Dakota posting requirement of who is responsible for the actual posting of the field(s) should be the same as the requirement under the

Worker Protection Standards in order to avoid confusion.

DISPLAYS

The NDA AAA did not display at BIG IRON in September but will be displaying at the NDAA Northern Ag Expo. Please be ready to assist at this show which will be at the Fargodome on November 30 and December 1, 1993.

FYI

The NAAA/WNAAA Board Meeting was held in conjunction with the National Agricultural Aviation Museum Golf Tournament, October 7 - 11, 1993, at Olive Branch, Mississippi. Rick Hoistad was the NDA AAA representative.

Get your airline tickets and make your room reservations for the 1993 NAAA National Convention in Reno, NV, December 6 - 9, 1993. Call 1-800-648-5080 to make room reservations at the Reno Hilton. Contact the NDA AAA Executive Director (642-5777) for attendee registration forms. NOTE: Advance registrations will not be accepted after November 8, 1993, and the site registration fee is \$75.00 more.

NAAA President John O'Connell (SD) announced the appointment of James B. Boillot as the NAAA's Assistant Executive Director. Mr. Boillot began his duties September 20, 1993.

The 13 minute educational video "Agriculture's Air Force" is available through the WNAAA. You can obtain a video by calling 701-642-5777 or by writing to P.O. Box 843, Wahpeton, ND 58074. A donation is suggested so that the WNAAA can continue to replenish the supply. Numerous requests have been received for this video and it is suitable for elementary school students.

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