

# Aviation Quarterly

Issue # 22

NDAC

SPRING, 1993



Immediate Past Chairperson Cynthia Schreiber-Beck kicking off the Symposium Banquet.

## Thanks, Cindy, For NDAC's Last Two Years!

Gordon W. Person  
Chairman, NDAC

The convention was great in '93 and we all extend a big THANK YOU to CINDY SCHREIBER-BECK and the NDAC board for the past year. The new board is gearing up for the '94 convention and we welcome any thoughts or ideas that you may have.

The next year will keep all of us on edge with the new administration recommending changes in taxes — fuel — aircraft, etc. In the May issue of AOPA, concerning the pilot alert about taxes on aircraft fuel and registration fees; in

just one week after the mailing over 4,000 responded, covering some 12,000 letters to Congressmen and Senators. We all need to watch and respond, and voice our opinions to the proper people. I hope that the aviation world will grow again in General, Commercial, Agricultural, and Business aviation.

I am looking forward to working with the council again and I hope that we can continue to grow through NDAC. We plan to gather ideas and people for the '94 program to promote aviation in North Dakota and wherever else we reach.

## Aeronautics Commission Installs New Members

Erling O. Rolfson, Jr. of New Rockford and Jay B. Lindquist of Hettinger, were welcomed to the North Dakota Aeronautics Commission at a reorganizational meeting held April 19, 1993 in Bismarck.

Governor Edward T. Schafer appointed both Commissioners in March. At the same meeting, Darrol G. Schroeder, Davenport, and Tim J. Maher, Bismarck, received plaques of recognition for 12 and 8 years of service, respectively, to North Dakota aviation.

The Commission elected officers for the coming year: Jack K. Daniels, Williston, Chairman; John D. Odegard, Grand Forks, Vice Chairman; and Robert J. Miller, Casselton, Secretary.

## The Forgotten Mechanic

Through the history of world aviation many names have come to the fore.

Great deeds of the past in our memory will last,  
as they're joined by more and more.

When man first started his labor in his quest to conquer the sky,  
he was designer, mechanic, and pilot  
and he built a machine that would fly.

But somehow the order got twisted,  
and then in the public's eye  
The only man that could be seen  
was the man that knew how to fly.

The pilot was everyone's hero;  
he was brave, he was bold, he was grand  
And he stood by his battered old  
biplane  
with his goggles and helmet in hand.

To be sure these pilots all earned it,  
to fly you have to have guts.  
And they blazed their names in the  
hall of fame  
on wings with bailing wire struts.

But for each of these flying heroes,  
there were thousands of little renown.  
These were the men who worked on  
the planes  
but kept their feet on the ground.

We all know the name of Lindberg,  
and we've all read of his flight to fame.  
But think, if you can, of his  
maintenance man;  
can you remember his name?

And think of our war time heroes,  
Gabreski, Jabara, and Scott.  
Can you tell me the names of their  
crew chiefs?

A thousand to one you cannot.  
Now pilots are highly trained people,  
and wings are not easily won.  
But without the work of the  
maintenance man  
our pilots would march with a gun.

So when you see mighty aircraft  
as they mark their way through the air,  
The grease-stained man with a wrench  
in his hand  
is the man who put them there.

— ANONYMOUS

# EAA Eagle Flight Program

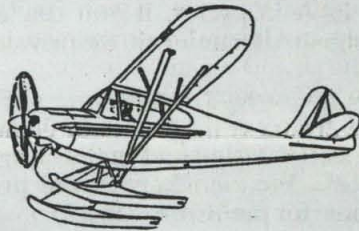
Neil Kovash, NDSAA

In 1992, the Experimental Aircraft Association began a program of introducing youngsters aged 8-17 to aviation through a program called Eagle Flight.

Any EAAer may participate by reviewing a basic "ground school" as outlined in a special pamphlet, before taking each Young Eagle aloft. During the ride, the Young Eagle is asked to use the sectional and "assist" in visual navigating. Following the flight, each Young Eagle receives a flight certificate, signed by the pilot.

Each Young Eagle will be registered in the World's Largest Logbook in Oshkosh, Wisconsin. It is EAA's hope to log one million Young Eagles by 2003.

Participating EAAers furnish rides at no cost to Young Eagles. A parents' permission slip is all that is required.



## ND Aviation Art Contest Winners

The North Dakota Aeronautics Commission and the Dakota West Arts Council have announced the state winners of the 1993 International Aviation Art Contest. The theme of the contest was "Flight, Yesterday and Tomorrow."

Ribbons were awarded to the winners by Lieutenant Governor Rosemarie Myrdahl in a ceremony held in the Great Hall of the Capitol in Bismarck on February 12th, 1993.

Winners are:

### Ages 5-8

- 1st — Katie Hoffbeck, Minot
- 2nd — Seth Quivey, Mandan
- 3rd — Trista Hanson, Medora

### Ages 9-12

- 1st — David Miller, Westhope
- 2nd — Tom Kruger, Medora
- 3rd — Lindsey Thompson, Medora

### Ages 13-16

- 1st — Paul Novak, Grand Forks
- 2nd — Nancy Kuehn, Minot
- 3rd — Tessa Tescher, Medora



Ages 5-8

- 2nd - Seth Quivey, Mandan (left)
- 3rd - Trista Hanson, Medora (right)



Ages 9-12

- 1st - David Miller, Westhope (left)
- 2nd - Lindsey Thompson, Medora (right)



Ages 13-16

- 1st - Paul Novak, Grand Forks (left)
- 3rd - Tessa Tescher, Medora (right)

The state art contest was sponsored by the North Dakota State Aeronautics Commission and Dakota West Arts Council in conjunction with the National Aeronautics Association, National Association of State Aviation Officials, and Federal Aviation Administration in cooperation with the Federation Aeronautique Internationale.

There were 418 entries from all over the state. The four students from Medora with winning entries are all art students of Louise Zeller, the Billings County Art Specialist.

## CALENDAR OF EVENTS

### July 29-August 4

41st Annual EAA Fly-in  
Convention  
Oshkosh, WI

### August 21-22

Casselton Regional EAA Fly-In  
Casselton, ND  
Forums, Evening Meal and  
Camping Saturday  
Pancake Breakfast, Burger  
Dinner, Displays, Awards  
and Fun Flying Sunday  
Contact Arne Schjeldrup  
(218) 494-3717

### September 19

Pancake and Ham Breakfast  
Turtle Lake Airport  
7:30 a.m. - 1:00 p.m.  
Contact Diane Herr  
(701) 448-2253

### November 9-10

Ninth Annual Airport  
Conference  
Rosemont, Illinois  
Sponsored by the Federal  
Aviation Administration,  
Great Lakes Region  
Contact Carol Koenes  
(312) 694-7013

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## FROM THE DIRECTOR'S CHAIR

Gary R. Ness, Director  
ND Aeronautics Commission

As I write this, our legislative session is still in progress. The Aviation Program has taken a few hits as expected. However, we will shore up and continue to provide the best assistances to the aviation community. To sum up the '93 Session, no new fees, no new gas tax and no new excise taxes. But, I want you to remember that I am writing this before the session closes.

The national horizon is murky at best and hurtful at worst. The aviation costs of the new federal plan are easy to calculate. The Btu based tax would add 7 to 10 cents per gallon to the cost of fuel or \$100 million annually in additional taxes. Annual registration, \$90 first year to \$270 the third year (whether you fly a G-2 or J-3). All of these increases are explained by OMB.

As general aviation's "contribution" to "fair share" of costs, I can only say that the thinking goes beyond reason and the end could be near for GA aviation if we do not get a better message to our national lawmakers.

On the homefront, there is good news. The Legislature passed House Concurrent Resolution #3066 to study the effects of liability laws on aircraft manufacturing with emphasis on improving the business climate in this state for manufacturing small aircraft.

The "Tort Reform" Bill SB2351 passed. This was a strong effort from a broad cross section of North Dakotans to change our direction on a much needed modification of our legal system. To those of aviation that responded to the call for support, thank you. The

aviation industry will be better for it.

The Commission is proud to announce that the 1994 National Convention of the National Association of State Aviation Officials (NASAO) will be held September 19-22, 1994 in Bismarck. A "State Host" Committee is being formed with Co-Chairs Diane Kambeitz, Vice President, GNDA and Robert Simmers, President, Aviation Services, Inc. at the Helm. This will be the first time this national organization has visited our state. Membership consists of all 50 states, Guam & Puerto Rico aviation officials. NASAO expects 350 to 400 people to attend. If anyone is interested in serving on this committee, please contact the Commission office.

As the summer season advances, let us set our sights on fly-in's, airshows and just plain get together. Have a safe, super summer!

## If you want to reduce user fees, don't use what you don't need

By J. Scott Hamilton

Given the enormity of the national debt, it probably comes as no surprise to anyone that general aviation user fees are again raising their ugly head. The stated rationale, as usual, is to make general aviation operators pay their "fair share" of the costs of regulating us.

The biggest expense goes toward maintaining and operating the ATC system.

In my observation, the ATC system is designed primarily for air carrier and other turbine-powered aircraft. Many if not most general aviation operations could get along just fine without any ATC services. We may use much of it out of convenience or courtesy, but we should not be forced to pay for something that we do not really need.

All ATC facility construction and staffing decisions are driven by numbers—numbers of operations provided ATC services. How do we show the FAA how much of its ATC system is really needed by the general aviation community?

That's easy: don't use what we don't really need.

Each of us can start right now to reduce the costs of the ATC system by

reducing our personal demands for its services.

When safety and FAR compliance permit:

1. Go VFR instead of IFR.
2. Do not file VFR flight plans. Instead, leave a chart of your planned route and schedule with family or friends, then call them on arrival or if your plans change.
3. Do not request VFR flight following.
4. Remain below Flight Level 180 and circumnavigate or over-fly TCAs, ARSAs and control zones without establishing radio contact.
5. Use uncontrolled airports instead of tower-controlled airports, especially for training or proficiency flights involving multiple takeoffs and landings.
6. Use private-enterprise weather sources instead of FSS.
7. Do not call FSS while in-flight unless you really need to. Outline your request before making the call so that you do not have to call twice when one call will suffice.

8. Do not request a flight test with an FAA inspector, if you can use a designated examiner in the private sector.

9. Do not call on the services of FAA airworthiness inspectors or engineering staff if designated engineering representatives or others in the private sector can perform the task.

You can probably think of others to add to this list.

In short, each of us should think, "Do I really need this?" before using any FAA service. If you do not need it, do not use it.

The federal government's figures attribute 26% of the FAA's budget to general aviation. By reducing our demand on the system, we reduce that number and reduce justification for charging us for services we do not really need.

It's a start.

J. Scott Hamilton is an attorney based in Louisville, Colorado.

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National Overview Panel. Left to Right: Dave Sclair, Chase Stockon, Bill Hamilton, and Charles Hostetter.



Neil Kovash, NDSAA (I) and Tom Poberezny, President of EAA.



Attendance was up at this year's Pioneer Rally.



Pioneer Rally



Wayne Neuberger (r) of Northwest Airlines presented Don Jaster (l), Cavalier, ND, with two roundtrip tickets on N.W.A. at the banquet.

# Your Opportunity to Serve Awaits

Ron Saeger  
Vice President, NDPA

For many years, I have been looking for ways to benefit others and promote general aviation while maintaining proficiency in my flying avocation. Weekend flights to get 200 dollar hamburgers always seemed to be a waste of a valuable air transportation asset. In the last year, I have found three ways to make flying a rewarding experience and not just "boring holes in the sky."

The first method is through the promotional programs of the "alphabet groups," AOPA and EAA. AOPA has five "Fly-A..." programs aimed at improving understanding of general aviation through educational flights for friends, leaders, controllers, reporters and teachers. The programs provide an opportunity to overcome the ignorance and misconceptions which continue to inhibit the growth of G.A. at all levels. The EAA's program is called "Young Eagles" and is intended to provide a motivational aviation experience to youth between the ages of 8 and 17.

Another agency in need of an occasional airlift is United Blood Services which has offices in Fargo and Bismarck. Point of contact is Peggy McAleer, 293-9453.

Another group with which I have become involved is AirLifeLine, a non-profit, benevolent organization that provides free flight transportation for people with a financial and medical need. They also fly time-critical cargo such as human organs, tissue and blood to be used for transplants and other types of surgery.

The AirLifeLine program has a lot of potential for development in North Dakota. Since the pilots are volunteers with other priorities, how often and when they accept a mission is their choice. AirLifeLine also works with other organizations such as Corporate Angels, Angel Flight and LifeLine.

I would like to get more North Dakota hospitals and agencies involved but feel reluctant to do so until there is a larger pool of pilots to share the load. If you are interested, please call me, Ron Saeger, at 232-1612. Presently the nearest area coordinator is Mr. Oscar Victor in Minneapolis (612) 922-4084.

Please volunteer for one or more of these programs in which we can help ourselves by helping others.



Final Chili Judges (l to r): Al Pietsch, John Barker, Sally Pfeiffer, Bob Odegard and Gary Ness.



Oooh ... it's so good!  
Dave Miller, Bismarck Airport Director

(L to r):  
Dave Scclair,  
General Aviation  
News and Flyer;  
Penny Hamilton,  
AOPA;  
Roger Pfeiffer,  
NDAC.



Final presentation of awards to the Chili Cook-Off winners had everyone laughing.

# ADO Highlights

Irene Porter, Manager  
FAA Airports District Office

The Federal Aviation Administration Airports Division was represented at the Upper Midwest Aviation Symposium in Bismarck from February 28 through March 3, 1993 by Mr. Larry Ladendorf, Manager of Planning and Programming for the Great Lakes Region and by your Bismarck Airports District Office (ADO) Manager, Irene Porter and Airports Engineer, Milton Heupel.

This conference was a great opportunity for us to outline what changes are going to be occurring, now that we are no longer operating under the Minneapolis ADO. It was also the first opportunity for me to meet many of the people that I will be working with, in the coming years.

During our sessions at the conference, Larry outlined an overview of the regional outlook for FY-93 as far as funding and Passenger Facility Charge applications and their impacts. Then Milt and I emphasized the need to get an early start on airport project preliminary preparation in order to be in a position to obtain federal grant funding under the Airport Improvement Program. The new focus of the ADO is to program projects early (we would like to start in July, for the next fiscal year) so that we can utilize the entire construction season to do our construction projects, not start them in August. The main items included in this preliminary preparation are the Airport Layout Plan (ALP) and the Environmental Assessment. These two items require extensive coordination prior to our office being able to approve the documents and a good time frame to use is approximately 1.5 years prior to the programming of the project. These two items shall be approved prior to programming of any identified future projects.

We also distributed instructions for preparation of the Pre-Application document, which is necessary to receive federal aid for airport projects. These instructions were handed out to airport sponsors and engineering consultants during the presentation and a quick review of the document was provided. It is very important that the pre-applications be submitted to us in the format described in the instructions. Pre-App's will be returned if they are not done in accordance with the new instructions. We need your cooperation

and assistance so that the pre-applications can be processed with a minimum amount of additional research, thereby reducing delays. If you did not get a copy of the instructions, please contact the Bismarck Airports District Office, and we'll provide one for you.

The last topic covered in our sessions was construction on airports. If any open to the public airport is going to be doing construction on the facility (including construction of hangars), this needs to be coordinated with our office. The coordination requires an approximate time frame of 90 days prior to the start of construction. We also showed a 15 minute video concerning safety during construction projects on airports. We are encouraging that this video be shown during pre-design and pre-construction meetings for airport projects. This video may be reproduced locally. You can check out the video from the ADO for periods of a week at a time to make your own copies.

We would like to maintain an open door policy. If you are ever in the area stop in and say hi! We are also trying to promote better communications to answer questions and concerns before they become problems. If you have any questions regarding anything you think the FAA would be concerned with, please call our office, and we will try to answer your question. If we don't have an immediate answer, we will find out and get back with you.

It was great seeing many of you at the Aviation Symposium and now that we are back at full staffing here in the ADO, we look forward to getting out more and seeing you at your facilities.

## State Airport Grant Deadline

The North Dakota Aeronautics Commission has scheduled its annual airport construction grant meeting for early June.

Both airline service and general aviation grants shall be reviewed by the 5-member Commission. Some \$102,000 for airline airports and \$250,000 for general aviation airports will be available.

To receive a blank application, contact the North Dakota Aeronautics Commission at (701) 224-2748 by May 15th.

## From the North Dakota AFSS

Bob Fishman  
FAA Air Traffic Manager

As you know, we at Grand Forks AFSS were quite proud of our regional and national Facility of the Year awards for 1991. We are just as pleased to announce that we have once again been selected as the Great Lakes Region Air Traffic Facility of the Year for 1992. These awards help us reaffirm our commitment to providing the "BEST" service possible to the aviation community.

In March, we participated in this year's Upper Midwest Aviation Symposium. As always, it was a pleasure to see old friends and meet new ones. We announced at this year's symposium the commissioning of a new facsimile NOTAM service. This will enable airports across North Dakota to FAX their NOTAM information to the Grand Forks AFSS. To make arrangements for a required Letter of Agreement between the Grand Forks AFSS and your airport management, or for training on the use of the FAX NOTAM forms, contact the AFSS at (701) 772-7489.

March also brings to mind a particular weather phenomena that has an elevated importance — THUNDERSTORM ACTIVITY. While thunderstorms occur during the months of March, April and May in North Dakota, the average number of days with thunderstorms increases to between 20 and 28 during the months of June, July and August throughout North Dakota. A forecast for thunderstorms implies severe or greater turbulence, icing (which includes hail), low-level wind shear and IFR conditions. Grand Forks Automated Flight Station has dedicated lines to all NWS weather radar sites throughout the state. We are able to tell pilots calling or stopping in, the location, movement and intensities of storms. This information is an invaluable tool when flying in the vicinity of hazardous weather.

As a reminder, Grand Forks Automated Flight Service Station offers a pilot education program (open to the public) every three months, called "Operation Take-Off." The next scheduled meeting is on Wednesday, May 19, at 7 p.m. in the Grand Forks AFSS building. Anytime you are in the Grand Forks area, feel free to stop in and visit us.

## Storm Water Update

Airports in North Dakota with aircraft fueling, mechanics, paint shops or airlines are required to complete the Storm Water paperwork of the North Dakota Health Department.

Phase II of the program is due in mid-May for pollution assessment, significant materials inventory, best management practices and site inspection records.

Airports were mailed the forms in February by the North Dakota Health Department. Contact Jim Collins at the Health Department at (701) 221-5242 for more information.

## ND 99's

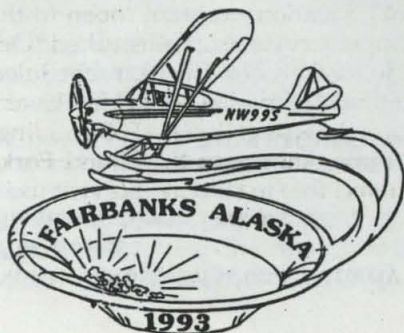
*Diane Herr*

GOLDFEVER!!! Yes, the ND 99's are all caught up in gold fever. The Chapter's summer plans include the '93 Rush to Fairbanks for the Northwest Section meeting on July 1-July 4. Their treasure map to Alaska will include cross-country flight via the Alaska Highway with possible stops at Edmonton, Ft. St. John, Watson Lake and Whitehorse. Many of the airports in Canada are set up with camping facilities plus the convenience of home so the gals are ready to meet the challenge of the long flight.

Arriving in Fairbanks, the Alaskan 99's have promised a "treasure" of exciting aviation seminars, speakers, plus local tours and culture that will continue the "Gold Fever" excitement.

Local lady pilots and students are encouraged to join the Chapter now and be involved in this great summer event. A gold mine of fun awaits all you lady prospectors and 49 1/2's (husbands). So pack your poke and follow the treasure trail to Fairbanks.

Contact Lorraine Boehler, Membership Chairman at 223-8054 for more information on membership and all Chapter activities. Our regular monthly meeting is held on the 3rd Saturday.



## PAMA News

*Karmen Johnson, President  
ND PAMA*

Another convention has come and gone and as usual was very interesting and educational. PAMA had a very good list of speakers including Butler Machine, Champion, Pratt & Whitney, Superior Air, Covington, Aviall, Shell Oil, and Turbo West. If there are other subjects or programs you would like to have next year, send a name and phone number of the speaker to me or have them call me at 701-777-7900. It's never too early to get a list of potential speakers.

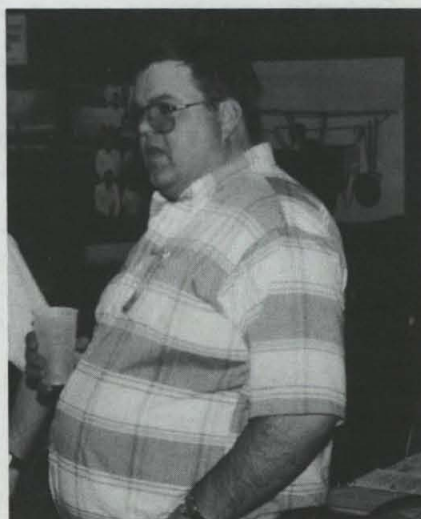
Westill have PAMA jackets and caps available. Contact a PAMA officer if you would like to order one.

92-93 PAMA officers are: Karmen Johnson - 777-7900 (University of North Dakota); Chris McIlwain - 237-5305 (Dakota Aerotech); Jeff Faught - 436-5880 (Sky Tractor); Rod Brekken - 237-5305 (Dakota Aerotech)

Safety Award Winners this year were Dave Sahl of Dakota Aerotech, first place; Bill Little of UND, second place; and Larry Buller of Basin Electric, third place. All three technicians have contributed greatly to aviation safety in North Dakota.

NDPAMA would also like to thank all convention attendees from out of state for attending and supporting us. (Yes, even you Dwight!!!) I couldn't resist and I'm sure Dwight will be calling me!!!

## Dwight Who?



*Relaxing after a long day of seminars and exhibits.*

## FBO Advance Meeting Notice

Mark your calendar for Tuesday, September 28th from 9:00 a.m. to 3:00 p.m. at Kelly Inn, Bismarck, for an FBO seminar.

The seminar's theme is "Ideas For The Changing World in General Aviation" sponsored by the North Dakota Aviation Association. "FBO's in North Dakota can find out what is going on in the rest of the country to stimulate GA activity for sustaining or getting new customers," said Al Pietsch, President of the Association.

Topics shall be:

- Everyone's a Salesman
- Knowing and Keeping Customers
- Successful Ideas
- Gorilla Advertising

Bill Mangold of Champion Spark Plugs is coordinating the industry speaker. The seminar shall be free of charge to FBO management, owners, mechanic's supervisors, avionics, chief pilots, etc. in the decision making responsibilities of a business.

## NDAAA Update

### 1993 WNAAA Educational Scholarship Contest Underway

The Women of the National Agricultural Aviation Association (WNAAA) is sponsoring its eleventh annual essay contest.

A \$1,000 educational scholarship will be awarded to the winner. As before, the competition is open to children and grandchildren of NAAA operators, NAAA pilots, as well as retired operators and pilots who maintain an active associate membership in NAAA (must be NAAA member by June 1). Entrants must be 1993 high school graduates and/or students enrolled in continuing education.

All essays become the property of WNAAA. The previous winners are ineligible to compete. In the event entries received lack outstanding merit, the WNAAA reserves the right to not award the scholarship. The theme selected for 1993 is: "How Agricultural Aviation Affects the World Economy."

Entries will be judged on theme development, clarity and originality. Length is not to exceed 1500 words. The entry deadline is September 1, 1993. The winner will be notified by phone

*(Continued on page 8)*

## NDAAA Update ...

(Continued from page 7)

and by letter. The winner will be announced at the NAAA convention and recognized if present. The essay will be published in *Agricultural Aviation* magazine, the official publication of the National Agricultural Aviation Association. The judge's decision is final.

Three (3) copies of typed, double-spaced manuscript should be sent by certified mail to: Marie Stone, 2650 Sneed Road, Fort Pierce, FL 34945. Mark envelopes in large letters: ATTN: Essay Contest.

The title page should contain entrant's name, operation, address, and telephone number. Include a short biography on a separate page, and a photo. Do not place any of this information on the essay.

Any questions or comments should be directed to the 1993 WNAANA Scholarship Chairman, Marie Stone.

### Convention Analysis

The recertification/certification process went smoothly due to the efforts of the North Dakota Extension Service personnel. Those in attendance also had the opportunity to gain insight from: NAAA President John O'Connell; FSDO Chief Dixie Norton; and Dr. Max Shauck, promoter of ethanol use from Baylor University in Texas. Brent Oemichem of DowElanco presented "The Unwanted Spotlight," a program which gave the operators first hand knowledge of how to handle an emergency situation. (Let us hope that an emergency never arises, yet we need to be prepared to assess and address an emergency with expertise in order to insure the safety of those involved and the credibility of the industry.) The school visits were successful and for those who were able to participate, thank you for taking the time to im-

prove the public's image of the industry.

### NDAAA Officers

Randy Lahren handed over the reins of the organization and the Association is in debt to him for the time and effort he put in over the last two years to insure the effectiveness of the association. The following were elected to office at the NDAAA meeting, March 2, 1993.

Marlin Haberstroh, Lisbon — President

Dale Faust, Fargo — Vice-President  
Rick Hoistad, Forman — NAAA Director (3 year term)

Kent Taylor, Watford City — NW Director

The NDAAA Board of Directors was given the approval to appoint the North Dakota Aviation Council representatives. Dale Faust (Fargo) and Marlin Ingebretson (Mayville) were appointed to serve as NDAC representatives.

### Membership

According to convention reports, the NDAAA paid membership is 112. Eighty-two operator, and 30 associate members registered during the Upper Midwest Aviation Symposium. For those who desire to become a member of the NDAAA, please forward your dues to: NDAAA, P.O. Box 843, Wahpeton, ND 58074. The dues structure is as follows:

Operator or Allied Industry .....\$50

Pilot or Associate .....\$10

For those who desire to join the National Agricultural Aviation Association, forward your payment to the NAAA, 1005 E St. SE, Washington, D.C. 20003. The dues structure is as follows:

Operator .....\$325

Pilot .....\$100

Associate .....\$50

### Service Award Presented

Dean McBride, NDSU Extension

Entomologist, was presented the NDAAA Service Award during the Upper Midwest Aviation Symposium. The Association is appreciative of Dean McBride's efforts to assure industry success. We thank him for his support and look forward to working with him in the future.

### Legislative Issues

J. B. Lindquist, Hettinger, has worn a path to the capitol door this session. At this writing, he is ready to exchange his coat and tie for his helmet, but there are a few loose ends to tie up. Gary Ness and Roger Pfeiffer at the ND Aeronautics Commission have also kept abreast of legislative issues involving aerial applicators and deserve our thanks.

### Under Fire

Aerial applicators were not given 'high' ratings on a recent Frontline program. The segment was called "In Our Children's Food" and left the viewer with the impression that: the U.S. food supply is not 'completely' safe and that no gains are being made to eliminate risk; the chemical companies are producing products only for profit and care little about what the products do to consumers; agricultural workers are at risk and are continually being exposed to pesticides which cause health problems; and so on. Along with the distortion of facts (i.e., residue, as compared to what) it was obvious which side of the issue was being addressed. As to what we can do: talk to your local station (public television) and ask for equal time and be willing to provide them with appropriate, quality programming; leave "Agriculture's Air Force" or "The Aerial Applicator's Growing Role" for the station manager to view; arm yourself with the facts and talk to as many people as you can; and continue to prove that aerial applicators are stewards of the environment.

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