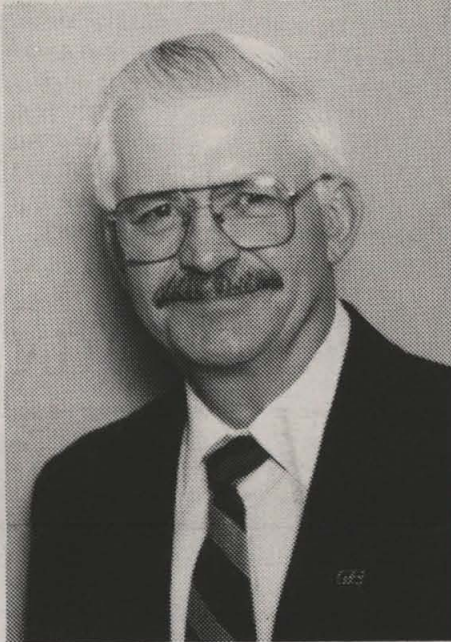


Aviation Quarterly

Issue # 23

NDAC

SUMMER, 1993



ND Man Elected President of IFF

Don Zimbleman, Fullerton, ND, is the new 1993-94 International Flying Farmer President. He was installed at their convention in July at Saskatoon, Saskatchewan.

Don has been flying since he was 16 years old, starting out behind his Dad in an Aeronca Champ. His first airplane was a 1941 Stinson Station Wagon. He now flies a Cessna 182 from a grass strip on his farm.

Don has been farming for 39 years. He and his wife Ardith have two married children and six grandchildren. The main crops are wheat, corn, sunflowers, beans and beef cattle.

Don has served 12 years on both the local school and elevator boards. He has served on several county committees, county and state boards, two terms of president in nine years on the National Sunflower Association, and

served one term in the House of Representatives. He served as Director and President of North Dakota Flying Farmers and has been an International officer for two years.

Flying Farmers was first organized in Oklahoma in 1945. Interest grew and National Flying Farmers Association was incorporated in 1945. In 1961 the name was changed to International Flying Farmers and there are now 34 chapters in the USA and Canada.

THE GOALS:

BUILDING A FUTURE

1. To promote the practical use of the airplane in the agricultural industry.

(Continued on next page)

Safety Seminar and Fly-In ... DIK

The North Dakota Flying Farmers and the North Dakota Pilots Association are planning a safety seminar fly-in at the Dickinson Airport, August 28, 1993, at 1:00 p.m. MST.

Tentative plans for a bus trip to the Medora Musical and Fondue are possible if enough interest is generated.

RSVP's are needed no later than August 15, 1993, to confirm the arrangements. Call Roger Pfeiffer at 701-224-4746 or Virginia Widmer at 701-742-3145 or Morris Thingstad at 701-282-4529.

Bus ride cost is approximately \$6 per person and special room rates for Saturday night are \$24.50 single and \$36.50 double at the Comfort Inn in Dickinson. The CVB will also give out 10% discount coupons.

There is a possibility of a pancake breakfast at the hanger on Sunday morning.

Call your RSVP's in for a great weekend.

Annual EAA Chapter Fly-In Casselton

The North Dakota Sport Aviation Association will hold its Annual Meeting at 3:30 p.m. on Saturday, August 21, 1993 at the Casselton Airport. This meeting will kick off the annual EAA Fly-In, hosted at the Casselton Regional Airport.

All pilots, wannabe pilots and friends of aviation are invited to attend the EAA '93 FLY-IN

Planes on the Plains

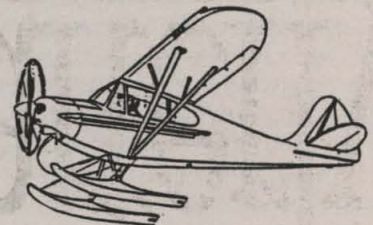
which will be held on Saturday and Sunday, August 21 and 22, 1993.

Arrivals will begin on Saturday afternoon, and forums will be held on various topics of interest to aviation enthusiasts. Overnight camping on the field will be available, and families are invited to camp, whether arriving by air or highway.

Eagle Flight Rides are scheduled for both Saturday and Sunday. Any youngsters, ages 8-17, may sign up for an Eagle Flight introduction to flying.

An aerobatic demonstration will be given on Sunday. A feast will be served on Saturday evening, and a Pancake Breakfast will be served Sunday morning. Food concessions will also be available on the field.

Fly in, drive in, cycle in, or crawl in, but c'mon and join the EAA for this year's Planes on the Plains.



Product Liability Bill Introduced

Guest Writer: Michael D. Ferguson
 Administrator, Aeronautics Divisional
 State of Montana

More than 30 congressmen have introduced legislation (H.R. 1910) called "The Fairness in Product Liability Act of 1993" which (if passed) will create federal product liability laws which are uniform.

The Act, which has about 140 co-sponsors, is similar to the Senate version (S-687) introduced by Senators Rockefeller, WV; Gorton, WA; Lieberman, CN; Danforth, MO; and Dodd, CN. HR 1910 would prohibit product liability actions against aircraft or component part manufacturers after 15 years from the time of sale to a customer.

Representative Glickman, KS, one of the sponsors of HR 1910 stated that, "Product liability directly translates into jobs and financial solvency in my district. More than 70 percent of the jobs in the general aviation industry have been lost over the last 10 years due to liability costs."

Such unbelievable court rulings against manufacturers include:

Cessna C-195: thousands of dollars to pilot due to crash because of water in a fuel tank after being parked in four days of heavy rain. Pilot failed to check fuel for water.

Cessna C-150: \$1 million to a passenger because pilot did not pay \$750,000 judgment because he had not notified the insurance company of the accident. Aircraft was overloaded plus a third passenger was on board without a seat or restraint.

Cessna & Component manufacturers: \$4.5 million. Drunk C-152 pilot ran out of fuel. Cessna settled for \$50,000.

Piper: \$2.4 million. Pilot ran out of fuel on charter flight. Court found FBO and pilot at fault but they didn't have any money so they made Piper pay.

Piper & Component manufacturers: \$2.5 million. Modified Super Cub collided with a van deliberately parked on runway to stop take off. Judgment was against Piper because Cub tail wheel design prevents good forward vision on ground. FAA even entered this case on behalf of Piper because of their certification of design back in 30's and Federal pre-emption over states is at risk. The Court disagreed and the U.S. 10th Circuit Court of Appeals denied Piper's request for a full hearing

so the next step would be for Piper to go to the Supreme Court. This is an extremely important case for Piper to overturn otherwise precedent will be set allowing states to implement their own aircraft certification standards and thus pre-empt the Federal government. If this happens our courts will be flooded with more frivolous suits.

Unison Industries: \$10,000 to clear their name in a case where their ignition system was not even in the aircraft.

Unison Industries: \$20,000 for a portion of case. Pilot departed with large bird's nest in engine air intake and crashed injuring passengers. NTSB found pilot in error.

Continental Motors: \$107 million. Said to be the largest verdict in GA history. NTSB found no malfunction in aircraft or engine that pilot descended below IFR approach minimums. Plaintiff's attorney convinced jury that NTSB investigation was "basically trash" and that a pre-impact fire in the engine compartment caused the accident. Pilot said nothing about any emergency.

These are only a few of the hundreds of unbelievable court cases which point out the desperate need for liability reform in our country.

IFF President ...

(Continued from page 1)

2. To sponsor education and research in agriculture and aviation.
3. To encourage the conservation of our soil and water.
4. To promote safe flying through continued education and upgrading.
5. To develop public acceptance of light aircraft.
6. To afford youth the opportunity to participate in worthwhile projects and to stimulate positive social activities while under adult supervision.
7. To encourage close-in landing strips for towns and cities.
8. To express the ideas and opinions of farm families at a national level.
9. To insist that aviation gasoline taxes, where collected, be used for the development of aviation.
10. To help reduce unnecessary regulations for general aviation.
11. To cooperate with other aviation and agricultural organizations for the furtherance of general aviation through aviation legislation.

North Dakota's Flying Farmer Convention will be held in Bismarck at the Doublewood, on October 9 & 10, 1993.

CALENDAR OF EVENTS

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

August 28

Safety Seminar and Fly-in
 Dickinson Airport
 1:00 p.m. MST
 Contact Roger Pfeiffer
 (701) 224-4746

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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P.O. Box 991

Bismarck, ND 58502

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Airport Zoning — It's A Real Need

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

Recent questions to our office have focused attention on an ever present need for the enactment of zoning legislation by all North Dakota communities to protect their airports. Examples below illustrate problems which can occur at every North Dakota airport when they are built and/or maintained unprotected by zoning ordinances.

* An airport manager called our office wanting guidance on state statutes that might restrict or prohibit the planned development of a housing project immediately adjacent to the airport. Since this particular airport has a crop dusting operation based on the airport, his opinion is that the early morning takeoffs might result in complaints regarding noise from the close in neighbors if the housing project is built as planned.

* In another example, a mobile home park was built immediately off the approach end of a runway, which presents both hazards to air navigation and noise considerations. There are currently no state statutes that prohibit certain kinds of real estate development adjacent to an airport, only provisions that each public body or governmental authority owning, operating, or maintaining a public airport has the "duty and authority" to enact such zoning ordinances.

The instances above could have been mitigated or compromised if their respective communities had adopted zoning ordinances to limit the height of objects in the vicinity of airports and to prevent their interference with the safe and efficient operation of the airport. Again, this is the "duty and authority" of governing bodies with airports to provide a certain measure of protection for their airport investments.

Moreover, Section 511 of the Airport and Airway Improvement Act of 1982 states, in part, the following:

... Sec. 511(a) SPONSORSHIP. As a condition precedent to approval of an airport development project contained in a project grant application submitted under this title, the Secretary shall receive assurances in writing, satisfactory to the Secretary that ... (4) the aerial approaches to the airport will be adequately cleared and protected by removing, lowering, relocating, marking,

or lighting or mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards; (5) appropriate action, including the adoption of zoning laws has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff aircraft; ..."

As you can see, the adoption of a "reasonable" zoning ordinance by communities is a prerequisite for obtaining federal funding for future airport projects, but the emphasis in this article is on protecting existing airport investments with the adoption of zoning ordinances.

To that end, the Federal Aviation Administration has published an Advisory Circular title, "A Model Zoning Ordinance to Limit Height of Objects Around Airports." This model zoning ordinance is thorough yet brief and understandable. It can be modified to your local conditions with a small amount of effort, as it is, basically, a fill-in-the-blank routine.

We hope that this article has brought a new awareness to an old and widespread problem within our state. Please feel free to call our office (701-224-4747) to request a copy of the FAA's Model Zoning Ordinance.



Non-Aeronautical Events At Airports

David C. Miller, President
Airport Association of ND

The Bismarck Municipal Airport has experienced what is probably the biggest non-aeronautical event to ever happen at a North Dakota airport. Approximately 2500 Airstream travel trailers, all owned by members of the Wally Byam Caravan Club International, were parked at the airport for the club's annual convention.

Early workers for the event began arriving at the airport on Memorial Day; and "Silver City" grew steadily until Independence Day — the final day of their convention.

The economic impact on the community for this short period of time

was estimated to be between eight to twelve million dollars. One entire motel was leased for those members who no longer travel by Airstream. They eat out: a lot! Virtually every party room, banquet room, and hospitality room in the city was rented out for at least the final week. They shopped: a lot! Many items were large ticket items: Chevrolet and GMC Suburbans, crew cab pickups, and Airstream travel trailers and motor homes. However, airport staff had to keep in mind that BIS is an operational, commercial service airport: not a campground.

The airport staff reviewed the airport priorities with special emphasis on emergency planning. The number one priority at BIS is aviation safety; the next priority is ground safety. Once it was determined that these two priorities could be maintained while hosting 2,500 travel trailers, then the go ahead was given for the event.

Emergency planning included a lot of coordination. Meetings were held with air traffic control personnel, Airports District Office staff, Civil Aviation Security agents, local law enforcement and emergency services, city department heads and other city officials, and airport tenants.

After the individual coordination was complete, a table top exercise was conducted with all of the aforementioned agencies represented plus key staff members from the caravan club.

Several days after the table top exercise was conducted, a field exercise emphasizing the mass casualty response, was initiated; approximately fifty "victims" were transported from the airport and "dumped" in local hospital emergency rooms. These exercises gave the airport staff a high degree of confidence that operational readiness could be maintained and the visitors could be accommodated.

Apparently, all the planning and coordination were worthwhile. At the height of caravan club activity, a serious inflight emergency required the initiation of the airport emergency plan. A four-engine jet charter had to make an unscheduled landing due to multiple engine failures. A safe recovery was affected and all emergency response vehicles responded without any delays.

There are many non-aeronautical events that can happen on your airport. Although these events can bring a tremendous economic benefit to your community (and your airport), just remember that, after all, it is an airport.

From The North Dakota AFSS

Bob Fishman
FAA Air Traffic Manager

Pilots who normally fly in the wide open skies of the Upper Midwest are accustomed to sharing airspace with the military. Special Use Airspace and Military Training Routes are necessary to properly train our Armed Forces and can present a hazard to nonparticipating aircraft.

To safely accomplish this sharing of airspace, seven types of Special Use Airspace have been established: Alert Areas, Controlled Firing Area (CFA), Military Operations Areas (MOA), Prohibited Areas, Restricted Areas, Warning Areas, and Aerial Refueling Tracks.

Military Training Routes (MTR's) are used to conduct low level (below 10000 MSL) and high speed (in excess of 250 KTS) navigation and tactical training in both IFR and VFR weather, and are designated IR for IFR, and VR for VFR. Except for Controlled Firing Areas, both Special Use Airspace and Military Training Routes are depicted on various aeronautical charts.

Area pilots familiar with the Special Use Airspace and Military Training Routes that are presently used in North Dakota will find a new area has been added to the list.

On May 27, 1993, a Restricted Area designated R-5401 was established. This area is located approximately 28 nautical miles SSE of Devils Lake and includes the airspace from the surface to 5000 MSL over Camp Grafton South, Eddy County, North Dakota. R-5401 will be used for demolition training and small arms firing.

Hazards to aircraft in this area will be small arms ricochets and flying debris from explosions on the ground. R-5401 will be activated by NOTAM, and information on the activity status of R-5401 or any Special Use Airspace may be obtained from the Grand Forks Automated Flight Service Station.

Remember, flight operations within a Restricted Area without authorization from the using or controlling agency may be extremely hazardous to the aircraft and its occupants.

Another emphasis item for flight operations concerns effective radio communication techniques. At Grand Forks AFSS, we strive to answer every radio call promptly and efficiently with the BEST possible service. Despite these efforts, pilots may, on rare occasions,

experience the frustration of heterodyne (a loud squeal heard by the pilot). This results from a pilot receiving simultaneous transmissions on the same frequency.

There are many possible reasons why heterodyning may occur. These can include everything from an aircraft's proximity to more than one remote communications outlet (RCO) to traffic volume on a particular frequency. Because of the number of RCO's controlled by an AFSS, it is possible to have two or more aircraft in different areas all transmitting and receiving on the same frequency (e.g., 122.2).

Heterodyning also occurs when a specialist is already transmitting to a pilot in the range of two 122.2 RCO's and a second pilot requests service in the same area. When the specialist selects the second 122.2 frequency to advise "standby" or to acknowledge the call, one or both of the pilots may experience this phenomena.

Our specialists are aware of this concern and are proactively taking steps to eliminate this problem. Pilots can help us to eliminate heterodyning by indicating the frequency and the location of the closest RCO, thereby allowing our specialists to select the single best RCO for transmissions. If we all work together, we can ensure that the radio communications between pilots and GFK AFSS are clear, concise, and free of interference.

As always, whenever in the Grand Forks area, fell free to stop in and see us. For tours of three or more persons, please call ahead (701-772-7489).

NDPAMA Update

Karmen Johnson, President

Greetings to all from NDPAMA. Hope you're having a great summer. PAMA members, if you have a request for a speaker on a particular subject, call one of the PAMA officers listed below. Many speakers want to return but we would also like to add others if you have a request. It's your convention so here's your chance to get the program you want. Just give us the name and phone number of the speaker and I'll take it from there. Here are the PAMA officers and their phone numbers.

Karmen Johnson, 777-7900, UND
Chris McIlwain, 237-5305, DAK-AERO
Jeff Faught, 436-5880, SKY-TRACTOR
Rod Brekken, 237-5305, DAK-AERO

Check Your Carburetor

Les Ellingson, Accident Prevention
Program Manager, Fargo ND Flight
Standards District Office

Compliance with Service Bulletins, Service Letters, Service Instructions, etc., is all voluntary. The only service aid which is mandatory is the FAA's Airworthiness Directives.

There are, however, two Service Bulletins I would like to bring to your attention. These bulletins were issued 10/15/90 on all Marvel Schebler carburetors. The Marvel Schebler carburetor is installed on about 95% of all general aviation aircraft. The bulletin numbers are MSA-1 and MSA-2. MSA-1 deals with replacing composite floats with metal floats. Years back an AD was issued to replace metal floats with composite floats. Well, now it's back to the metal float. Composite floats are, with age, deteriorating and cracking which allows them to absorb fuel, thus getting heavy and causing excessive rich mixtures or complete engine stoppage. Automotive fuels seem to be accelerating the deterioration.

Bulletin MSA-2 deals with replacement of the two piece venturi with a one piece venturi. The two piece venturi is held in place by three small tabs which wear thin and break which may allow pieces to ingest into the engine or allow the venturi to work loose disrupting fuel flow.

In recent weeks, I have seen one severely deteriorated float and one venturi with only one tab remaining holding it in place. Replacement parts to comply with both bulletins cost about \$150. It may be a good idea for a good carb cleaning at the same time. Carburetors using auto fuel appear to be suffering from varnish and gum disease.

Video Tape Available For Local Pilot Meetings

AOPA Central Regional Representative, Bill Hamilton and his wife, Penny, set a World and National Speed Record enroute to the 1991 AOPA Expo in New Orleans through NAA. This 20 minute VHS Tape is narrated by AOPA President, Phil Boyer. How to attempt a world record in conjunction with the 1993 and 1994 AOPA Expos are reviewed.

Any pilot group wishing to borrow this 20 minute VHS tape should contact the Hamiltons at P.O. Box 3499, Winter Park, CO 80482. No rental fee is charged.

North Dakota Pilots' Association

Dear North Dakota Pilot:

The North Dakota Pilot's Association is dedicated to providing a strong and influential voice both in and outside our state for *all* of North Dakota's pilots. We provide the *only* voice for General Aviation on the North Dakota Aviation Council and are a part of the United States Pilot's Association. Our leadership is in constant contact with the FAA, the North Dakota Aeronautics Commission, our Congressional legislators and such diverse organizations as the Flying Farmers, the agricultural pilots and our state's FBO's. We are actively moving to oppose the proposed Federal General Aviation Tax plan which will further weaken the ability of the average pilot to afford to fly and threatens the very existence of General Aviation in the United States and North Dakota. We need *your* support to continue to represent the interests, needs and concerns of North Dakota's pilots and to continue to share educational, safety, charitable, and general interest programs among all aviators here in North Dakota.

— As an extra incentive to increase our membership, we'd like to offer you a special new-member rate of just **\$10.00, good now through March, 1994. Tell your friends about the NDPA, and what we're doing for you and all pilots in North Dakota, and get them to join the NDPA along with you today!**

This upcoming flying season promises growth and increased activity for this, your pilots' association. Planned programs for this year include:

— Even bigger and better programs for both NDPA and all pilots at next year's Upper Midwest Aviation Symposium. We'd like to hear from you as to what we can do to make our next set of seminars the best ever.

— Increased sponsorship for FAA/NDPA/Flying Farmers flight safety programs, to be held with mini-fly-ins whenever possible.

— A joint Flying Farmers/NDPA fly-in and safety seminar August 28 at Dickinson followed by a trip for all to *Medora* that evening. The following morning will feature a pre-departure breakfast.

— Increased presence at all our regional fly-in and airshow activities.

— Participation in the nation-wide charitable flying program known as AirLifeLine, which uses general aviation to help those in need get to and from necessary medical treatments which do not require an air ambulance or inflight medical care.

— Isn't there a fellow aviator out there you think deserves recognition? The NDPA would like to hear *your* ideas about establishing an Outstanding Aviator award, to be presented at the UMAS annual banquet. Should we have one? What criteria should apply? There's loads of questions, and we need your answers!

— Don't forget upcoming fly-ins this summer! Casselton 8/14 and 8/15, and the Dickinson/Medora fly-in 8/28 and 8/29.

As you can see, we have our flight plan for '93 full. But none of this can be accomplished without *your* membership and participation. We've listed our names, addresses and telephone numbers below. We want to hear from you and have your participation in helping

the NDPA grow and thrive in the 1990's. Give us your ideas, participation and time. *Together* we can build the North Dakota Pilots Association into a larger, more active and more influential voice for ALL the pilots in North Dakota.

WE WANT TO HEAR FROM YOU TODAY!

Standing by on Unicom:

Morrie Thingstad
238 12th Ave. West
West Fargo 58078
282-4529/2830

Ron Saeger
1217 Oak St.
Fargo 58102
232-1612

Fred Adams
815 West Sweet Ave
Bismarck 58504
224-0949

Andy Niemyer
1834 Santa Gertrudis Dr.
Bismarck 58501
255-3058



FAA Administrator Named

Transportation Secretary Frederico Pena chose David R. Hinson as Administrator of the Federal Aviation Administration. Hinson has management experience in both general aviation, aircraft manufacturing and airline operations and is the first civilian to hold the post since 1988.

Hinson, executive vice president for marketing and business development of the Douglas Aircraft Company, was also chairman of Midway Airlines.

He began his civilian aviation career as a pilot with Northwest Airlines in 1958 after three years as a carrier-based fighter pilot in the Navy.

Hinson is a 9,000+ hour Airline Transport Pilot with flight engineer rating. He has been active in airline safety and training issues and has flown 10 types of airliners, ranging from the DC-3 to the jumbo MD-11.

Hinson is a graduate of the University of Washington and the Stanford Graduate School of Business.

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 nation-wide 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!

AOPA Advocates GPS For Precision Approaches, Opposes Microwave Landing System For Category I Use

Aviation authorities have until about 1995 to chose between the Microwave Landing System (MLS) or GPS satellite navigation as a successor to the nearly 50-year-old Instrument Landing System (ILS).

"AOPA has long believed that the billion-dollar capital investment required for MLS cannot be justified if GPS can do the job. And we believe it can," said Phil Boyer, president of the 310,000-member Aircraft Owners and Pilots Association.

Some 1,250 MLS installations costing \$1.4 billion would be required beginning in 1998 to replace most or all of the nation's ILS approaches under FAA's current capital equipment plans. Aircraft owners—already buying low-cost, versatile GPS equipment—would also have to purchase additional MLS-only receivers costing some \$6,000 each.

"AOPA has identified MLS as one of four FAA capital programs that can be scaled back to obviate billions in new taxes on aviation," said AOPA's Boyer. "Pilots wrote 45,000 letters to Congress this year asking for spending cuts before destructive new taxes. And MLS is the perfect place to start."

The Federal Aviation Administration announced recently it will delay its production procurement of MLS until 1995 pending testing of GPS for Category I instrument landings.

GPS: Inexpensive, Practical, Affordable, User Friendly

GPS can bring both precision and non-precision instrument approaches to the majority of the nation's 17,000 landing facilities where until now instrument approaches have been tech-

nically or economically impractical.

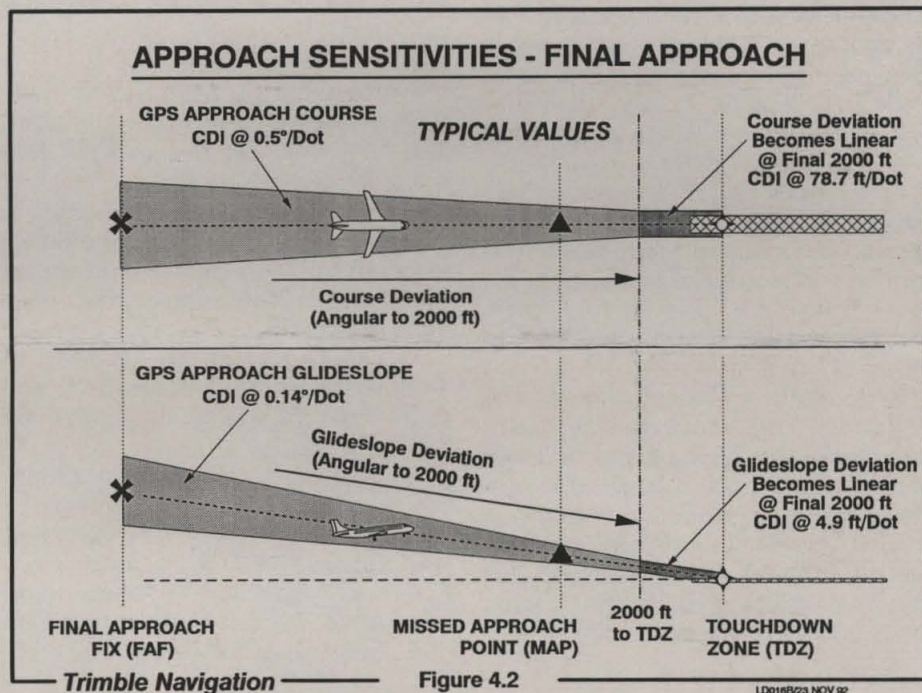
The major deterrent has been the acquisition, installation and maintenance cost of numerous ground-based radio navigation facilities. As a result, there are only 1,118 ILS-equipped runways and about 5,000 non-precision approaches at U.S. airports.

ILS, for example, is sensitive to siting, terrain configuration and local interference. Installation costs are substantial. GPS requires neither expensive ground equipment and site preparation nor the monitoring and maintenance of numerous individual transmitters.

With aviation authorities worldwide handling new air traffic demands on tighter budgets, satellite navigation represents a timely alternative to a multitude of remote ground stations.

AOPA has advocated early transition to a space-based air navigation system since the 1980s. AOPA represents 310,000 aircraft owners and pilots who fly the 200,000-plane U.S. fleet of commercial and private non-airline aircraft.

The International Council of Aircraft Owner and Pilot Associations (IAOPA) has campaigned for satellite navigation with the international aviation community.



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