

# Aviation Quarterly

Issue # 27

NDAC

SUMMER, 1994



## "Flying the Alaskan Highway"

*Bill Redmond*

"I have flown my 1958 Aircoupe to every state in the union except Alaska and Hawaii".

Those words over Saturday morning coffee is how it all started. Duane Bye wanted to add Alaska to his list and accomplish a feat no other Aircoupe owner can claim.

This got the attention of Pete Korwin and myself, Bill Redmond. Pete owns a 1939 Taylorcraft and I own a 1963 Cessna 150.

After ordering charts, information packets from both Transport Canada and Alaska and several planning sessions we set July 16, 1994 as our departure date.

We took off under clear skies and flew to Minot where we had a two hour delay due to low clouds between Minot and Regina. When we did leave the headwinds bothered us more than the low clouds. Weather also caused us to take a more southerly route than planned. Instead of Regina, Lloydminster, Whitecourt it was Regina, Kindersley, Wetaskiwin, Whitecourt. Our first night was spent at Kindersley, Saskatchewan.

*(Continued on next page)*

## A Little Bit of Oshkosh in North Dakota

*Preston North*



*An overview of the 1994 Planes on the Plains Fly-in, Casselton, ND.*

NORTH DAKOTA IS A FLYING STATE! One could not go away from the EAA Chapter 317's 8th Annual Upper Midwest "Planes on the Plains" Fly-In without realizing that. Preparations that have been going on for months began coming together on Saturday, July 16. The Charlie Klessig EAA Chapter 317 members met for a meeting that morning then began setup in earnest. At noon the activities began with Young Eagle Flights, experimental and military aircraft on display, various aviation exhibits, a "Fly Market" and local fun flying. Afternoon activities concluded with a N.D. State EAA meeting and a Poker Run. Seminars began at 7:00 p.m. with Mark Ringham from the Fargo FAA Air Traffic Control Tower giving a presentation and video on Oshkosh arrival and departure procedures. Nancy Jeurissen from the National Weather Service in Fargo told about summer weather in

relation to flying. Dr. Paul Larsen gave some "sobering" thoughts about how a pilot could get in trouble with the FAA medically and how to avoid those problems. Keith Probasky gave an overview of the Pan Am Weatheration Service that is provided by our aviation fees and taxes at eight key locations throughout the state. The seminars were brought to an interesting close by Bob Miller, who gave a presentation on propeller carving. Bob is a pilot for Northwest Airlines and an active member of the EAA and Casselton Airport Authority. Activities continued on into the evening with camping and a wonderful fire at the Aviator's Park which was recently constructed by volunteers and donations affiliated with EAA Chapter 317.

Sunday was the "big day". The two previous fly-ins were hampered by poor weather, but this year the weather

*(Continued on page 4)*

On the leg from Kindersley to Wetaskiwin we had some uninvited excitement as part of the plexiglass skylight on the Taylorcraft broke out. Fortunately we had just over flown the airport at Frestburg, Alberta. A 180 turn brought us straight in on runway 09. After taxiing in we were met by Gary Fink, who went well beyond what you would expect to get us fixed and back in the air. I believe Gary is associated with the local flying club. In Canada many of the smaller airports seem to be managed by a flying club.

From Forestburg it was on to Wetaskiwin where we were amazed to find a great air museum. It's just hard to make much time when you meet so many friendly people and their Flying Club projects.

We did eventually leave Wetaskiwin and flew on to Grande Prairie, where we spent our second night.

The next morning, using the GPS, we flew direct to Fort St. John and then followed the Alaskan highway to Fort Nelson. After leaving Fort Nelson, we realized we were getting into some pretty mountainous country when we noticed that the peaks were higher than we were. Our next landing was at a mountain strip called Toad River. (elevation 2400) It is an interesting strip in that it is in a deep valley and on down wind you lose sight of the strip and don't see it again until you turn final. Here we taxied across the highway and filled up with auto gas just like the other tourists. We took off and climbed out through a valley with mountains on each side and no reliable horizon. A real experience for flat land pilots. We landed at Watson Lake where we spent the night in our tents. The Watson Lake airport, as most of the northern airports do, has a nice campground that you can taxi right up to.

The next morning we made it through to Whitehorse where we received the red carpet treatment by Aero Tern Aviation.

From Whitehorse we flew on to Northway Alaska with a fuel stop at Burwash Landing. We had to have automobile fuel brought from town in cans. Here is where we tried our chamois skin filters. We spent the night in Northway.

July 22 saw us in Fairbanks where we met John McIntyre, a relative of Duane's who runs Northland Aviation. He saw that the oil was changed in our airplanes while he and his wife Carla took us out to dinner at Pikes Landing.

After spending a day in Fairbanks we headed north along the pipeline hoping to reach the arctic ocean. Rain showers and low ceilings soon changed our plans. Instead of Prudoe Bay we went to Dawson, YT.

The approach to Dawson is interesting as it takes you up the Klondike river valley that has been torn to shreds by gold miners. We spent one day in Dawson viewing the history of the area. Much of the mining equipment and many of the buildings around Dawson are still untouched by the tourism industry but are going fast.

From Dawson it was back to Whitehorse with a stop at Carmacks for automobile fuel brought out from town. We stayed over another day in Whitehorse due to low ceilings. The day was well spent visiting the museums and shopping for our wives who, after all, gave us permission to take the trip in the first place.



On Thursday the twenty eighth we left Whitehorse for Watson Lake and on to Fort Nelson but because of our four hour fuel limit we again had to stop at Toad River, that mountain strip. There was one big difference this time however, IT WAS HOT! It made the takeoff and climb out even more of a challenge for us flatland pilots. We were glad to have only one person aboard each airplane.

The next morning, when we took off from Fort Nelson, the visibility was poor due to smoke. We flew for about twenty minutes before deciding to turn back and hoped conditions would improve. Later and after getting reports from planes that had gone through to Fort St. John we took off again. The visibility was about the same and Pete decided to go back. Duane and I did go on to Fort St. John and then to Whitecourt where we spent the night.

On Saturday, the 30th of July and two weeks since we started, Duane and I returned having logged sixty one hours and thirty minutes.

If you come across a gold prospector and he answers to the name of Pete, call us.

Which way to Hawaii?

## CALENDAR OF EVENTS

### August 19-21

10th Annual Central Canada  
Seaplane Safety Seminar and  
Poker Run  
Dogskin Lake Lodge, Manitoba, in  
the center of Canada's best  
Walleyes & Northern Pike fishing

Contact Dale De Remer  
(701) 777-3198 or  
SPA (301) 695-2083

### August 27-28

Flying Farmers Fly-In  
Dickinson/Medora  
Contact Roger Pfeiffer, (701) 224-4746

### September 4

EAA Pancake Breakfast, 8:00 a.m.  
Dakota Territory Air Museum  
Minot Airport  
Contact Ray Buell, 852-8628

### September 18

Third Annual Pancake and Ham  
Breakfast, 8:00 a.m.  
Turtle Lake Airport  
Contact Ray Herr, 448-2253

### September 24

NDPA Regional Rendezvous  
Fly/Drive-In, 10am-3pm  
Points of Interest Tour at  
GFK-afb & GFK-Airport  
Contact Ron Saeger, (701) 232-1612

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## FROM THE DIRECTOR'S CHAIR

Gary R. Ness, Director  
ND Aeronautics Commission

### GI-BILL

The most important program in history to expand aviation took place after W.W. II - the "GI-BILL". Not only did the program put farm boys in college and change the college campus with the first "older than average" student population, The GI-BILL gave many veterans the chance to learn to fly. I have personal experience with the GI-Flight Schools that sprung up across the country. My father started in this business as a flight school operator in Walhalla. He attempted to make a living teaching local veterans to fly and sold cars on the side. The GI-BILL was extended after the Korean conflict. I am not sure of the total numbers of veterans that went through the program, but they fueled the great general aviation expansion of the 60's and 70's. What we are seeing now in the GA world is very simple. The veterans are getting old. They have and will continue to quit flying, after all, D-Day was 50 years ago. How do we replace those people who are going the way of the aging process?

We should support Senator Thomas Daschle of South Dakota. Senator Daschle has introduced legislation for continuing support for vocational flight training benefits for veterans. Senator Daschle's bill will make permanent an expiring program that reimburses vet-

erans for up to 60% of the cost of a commercial pilot certificate or advanced ratings. A private pilot certificate is needed first to participate in the program.

This program has never been as big as post W.W. II, but it is a feeder program to the general aviation industry. As I said before, the GI-BILL fueled a boom after W.W. II and we will never witness that growth again, but we can keep the fuel going to a worthwhile program now in place.

### WX BRIEF

"It's always been here, right?" WeatherMation machines, that is, at the eight major airports. These machines will be upgraded late this summer.

The Aeronautics Commission sponsored and installed the WeatherMation Computer Information Systems in 1989. We are now upgrading all systems from 286 to 486 technology. There will be a new format with quicker information and better graphics. The user will find the new system very impressive and user friendly. The Commission is the owner of these units, however, the local airport pays the phone line, paper, ribbon and electrical costs at each site. This supplemental weather service has provided good reliable WX information and flight planning information across the nation. Look for the new machines in late August or early September.

## FAA Issues State Aviation Planning Grant

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

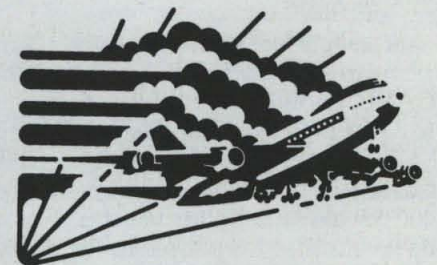
The North Dakota Aeronautics Commission received notice from FAA to proceed on June 30th for an Aviation System Plan update. The project involves three phases as follows:

- Pavement Inspection at 30 general aviation airports starting August 1st. Expect to see inspection crews on golf carts analyzing federally eligible airport pavements.

- Airport System Plan update involves land use planning, zoning procedures and capital improvement plans through a computerized geographic information system.

- Aviation Economic Impact update of the 1988 study which determined employees and expenditures that aviation contributes to the North Dakota economy. Surveys will be disseminated in August to FBO's, ag-sprayers, airport managers, etc. Your response is vital to create a tool to educate the public of aviation current impacts.

The Bismarck FAA Airport District Office played a significant roll in plan design, program funding and shall be linked to the Aeronautics Commission office to start an information airway (not highway which is today's popular terminology) between the two agencies to improve customer services.



## Airports Cleared For GPS Approaches

Three airports—Frederick, MD., Oshkosh, Wis., and Denton, Texas—last month became the first of several thousand facilities to receive Global Positioning System-specific, or stand-alone, aircraft navigational approaches. This means the airports will not need conventional ground-based navigational aids for aircraft to fly an approach, even in bad weather.

FAA Administrator David Hinson was the first to fly one of the newly authorized GPS approaches at Frederick Municipal Airport in Maryland. Widespread use of the Department of Defense-developed satellite navigation system is expected to occur rapidly, FAA said.

Just a year ago, FAA authorized the use of 2,500 "overlay" approaches, procedures that use ground-based navigational aid procedures as a framework. Another 2,000 overlay procedures will be published this year. The agency said that its program to authorize use of GPS approaches will be expanded "to all airports that would benefit."



*Dr. Paul Larsen discussed collision avoidance with regard to flight medicals and the FAA.*

was just perfect with light winds, temperatures in the upper seventies and CAVU. Pilots in command were treated to a free pancake breakfast by Chapter 317. Boy Scout Troop 241 from Casselton prepared and served over 400 breakfasts. There were plenty of opportunities for people to fly. Forty-four Young Eagle flights were given to young people between the ages of eight and eighteen. EAA Chapter 317 has given ninety-one of these flights since January 1. They give young people an opportunity to receive information and instruction on flying and actively participate in flight planning, aircraft pre-flight inspection, navigation and hands on flying of the aircraft on an individual, personal basis. Thanks to Larry Merbach, our Eagle Flight Coordinator and all the pilots who donated their

time, planes, fuel and expertise. Helicopter rides and open cockpit Stearman biplane flights provided by Helen Walkinshaw were also available.

Other fun activities included flour bombing and spot landing contests, aircraft judging and many exhibits by aviation enterprises from all over the region. The N.D. Game and Fish Department had their new Scout aircraft on display with all its antennae and game tracking paraphernalia. The University of North Dakota had one of its new Piper Arrows on display. Lee Gensrich from Hatton, N.D. had the Alaskan aircraft restoration project that Carl Ben Eilson flew in Alaska on display. People were invited to look at and touch the F-4 Phantom recently restored and put on permanent display by the Casselton VFW. There were many other exhibits and displays too numerous to mention.

Aircraft judging awards went to Mac McLeod for People's Choice and Best Classic with his Piper J-3 Cub, Bud Mellon for Best Homebuilt with his Rans S-12 and Bob Odegaard for Best Warbird with his TBM Avenger torpedo bomber. Bob Miller won twenty gallons of avgas for the "Top Gun" bomb drop (21' N. of target) and Larry Merbach won a tiedown kit for the "Top Hook" spot landing contest (2' long). Dave Kragnes took the booby prize in spot landing (406' long-OOPS!). We won't tell where some of the flour bombs landed!

The largest number of aircraft on the field at one time was 114 with 165 aircraft total being counted. There was

no gate fee and everyone had a great time. This was by far the largest Upper Midwest Fly-In to date. Many thanks goes to EAA Chapter 317, the Casselton Airport Authority, Aircraft Investment Inc., the other Casselton Airport businesses, Steve Adams (Fly-in Coordinator), and the many volunteers who made this fly-in a very safe and enjoyable event. Be looking forward to the 9th Annual Fly-in mid-July next year.



*Bob Miller gave a little prop talk.*

## Certification of Amateur Built Aircraft

*by Lee H. Thiel,  
Aviation Safety Inspector  
Columbus Flight Standards  
District Office*

The certification process of amateur built aircraft is actually divided into several phases which all blend together for the final certification.

The first phase is the initial acquisition of the kit or the plans for the aircraft to be built. Part of this phase is the preliminary call to the FAA office in your area that performs certification of amateur built aircraft. In the Columbus FSDO, we send a packet to people who call asking for information. It consists of the following:

- (1) AC 20-27D - Certification and Operation of Amateur Built Aircraft.



*EAA Chapter 317  
has out grown  
their original  
registration  
board (Rt)...  
but they're not  
complaining.*

- (2) AC Form 8050-88 - Identification Number Assignment and Registration of Amateur Built Aircraft.
- (3) FAA Form 8130-12 - Eligibility Statement Amateur Built Aircraft.
- (4) Information on the Experimental Aircraft Association (EAA) Video - "How to Get Started."
- (5) FAA Form 8130-6 - Application for Airworthiness Certificate.
- (6) Helpful Hints for Amateur Built Aircraft Identification.
- (7) FAA Form 8610-2 - Airman Certificate Application.
- (8) A Checklist for Final Review and Certification of an Amateur Built Aircraft.
- (9) FAA Form 8050-1 - Aircraft Registration Application.
- (10) FAA Form 8050-2 - Aircraft Bill of Sales Form.
- (11) AC 90-89 - Amateur Built Aircraft Flight Testing Handbook.

The completion of this phase involves a thorough review of the information, especially AC 20-27D. This Advisory Circular (AC) details the process of certification much more than I can do in this article. However, there are two points that I would like to emphasize which may prevent numerous phone calls. The first one is the FAA is no longer involved in the inspection of stages of construction of the aircraft. The second is that the builder may seek people in the Experimental Aircraft Association (EAA) that have knowledge of aircraft construction techniques for assistance and inspection of the aircraft.

Phase II is the construction of the aircraft, up to final completion and prepared for flight. I realize that this phase is by far the longest and hardest. I recently certified an amateur built aircraft that had taken ten years to complete, so time can vary with the complexity of the aircraft and time available to dedicate to the project.

Phase III is the final certification of the aircraft. This phase is broken into several steps, which by comparison, take a shorter period of time. The first step in the final phase is to contact the appropriate FAA office or a Designated Airworthiness Representative (DAR), with amateur built aircraft certification approval, for an appointment. Different offices and DARs may have varying procedures to accomplish the next basic steps for completion. All procedures encompass certain criteria and result in final certification. The basic steps include:

- (a) Reviewing the completed checklist (Item 8, Phase I) for the aircraft.
- (b) Determining if the aircraft is properly described on the airworthiness application.

- (c) A review of the construction logbook.
- (d) Inspection of the aircraft to ensure the use of acceptable workmanship methods, techniques and practices.
- (e) The selection of a flight test area and the determination of appropriate hours for the aircraft to be flown before being released from the test area.
- (f) The issuance of a Special Airworthiness Certificate for amateur built aircraft and an entry in the aircraft logbook stating a Airworthiness Certificate has been issued for the aircraft under FAR 21.191(g), Operating Amateur Built Aircraft.

All phases result in final certification, however I would like to include some areas I give special attention to when inspecting an aircraft for certification:

- (1) The availability of a current weight and balance report for the aircraft.

Depending on the complexity of the aircraft, station reference numbers for all the heavy weight items such as people, baggage and fuel are required in the report. All of this data should be entered in the aircraft logbook in case all the weight and balance papers were ever misplaced or lost.

- (2) The applicability of Airworthiness Directives (AD) to the aircraft.

Specifically, ADs for the type certificated engine, magnetos and carburetor would still be applicable regardless of the kind of Airworthiness Certificate issued for the aircraft. (Reference AC 39-7B, para 7).

- (3) The aircraft make and model of the aircraft are identically the same on the aircraft registration and on the application for the Airworthiness Certificate.

In summary, the certification of an amateur built aircraft is as follows:

- (1) Start by contacting the FAA office in your area for AC 20-27D to provide information.
- (2) During the construction phase, contact the EAA for technical assistance and inspection.
- (3) Contact the FAA office or an FAA designee (DAR) for inspection and formal certification.

Completion of the construction of an amateur built aircraft and its certification is the final culmination of all your efforts and the start of many hours of flying enjoyment.

*Reprinted with permission from "Ohio Aviation News"*

## University of North Dakota 1st in collegiate competition Captures 8th SAFECON title in 10 years

CAHOKIA, Illinois—The University of North Dakota flying team claimed its eighth national title in 10 years recently when it won the 46th annual National Intercollegiate Flying Association's Safety and Flight Evaluation Conference. The national title comes as North Dakota celebrates its 25th year of aviation at the university.

"The team turned in outstanding performances all through the five-day event," said Coach John Bridewell.

"They worked hard getting ready for the nationals and it paid off. Words cannot express how proud I am of this group. We're just happy to be able to give UND this title as a present on the 25th anniversary of aviation at the university."

Twenty-five university and college flying teams and more than 200 student aviators from across the United States took part in the event, which was hosted by Parks College of St. Louis University. The championship places an emphasis on safety and is comprised of nine different events that test a variety of aviation skills, both on the ground and in the air.

"We're very proud of our team's great victory," said North Dakota's aerospace dean, John Odegaard.

"The flying team has developed a great winning tradition over the years and there just couldn't be a happier result on aviation's 25th birthday at UND. Congratulation to the team and Coach Bridewell."

North Dakota Scored 124 points to win the overall title. Western Michigan was second, and the University of Illinois was third. North Dakota also won the combined ground events and the combined flight events titles.

*Reprinted with permission from "General Aviation News & Flyer".*

### SAFECON FINAL RESULT

North Dakota .....	124
Western Michigan .....	93
Illinois .....	73
Embry-Riddle (Prescott) .....	68
Ohio State .....	41
Delta State .....	37
Nichols State .....	34
Southern Illinois .....	32
Central Missouri State .....	30
Embry-Riddle (Daytona) .....	23

# True Wings

John Alin, NDPA

True as an arrow in flight. True in knowing pilot skills are at a new higher level of proficiency. True feeling of more confidence in abilities. Truly, passengers are safer.

These are some of the intangible rewards of the FAA sponsored WINGS program. Tangibles are: it counts as a biennial flight review, there is a possible break on insurance, and you are given a sharp looking wings shaped lapel pin and a certificate.

Simply put here's how it works. Find a favorite instructor. Within a year's time fly with him/her for three hours (one hour of each: stalls/maneuvers, various kinds of touch and goes, instrument hood work) and go to one FAA sponsored safety meeting. The ultimate goal of completing nine consecutive years.

I have talked with some people who have participated in the WINGS program. All comments were very positive. I would be happy to answer any questions you may have about this program. 282-2830



International Flying Farmer President Don Zimbleman and his wife Ardie at President's Fly-in of IFF's 50th anniversary, Fullerton, North Dakota.

# President's Day Held in Fullerton

On June 25th and 26th, a group of Flying Farmers from all over the United States and Canada congregated at the Don and Ardie Zimbleman farm, Fullerton, North Dakota. There were two things the attendees had in common, flying and farming. It was an occasion to visit with the President of the International Flying Farmers, Don Zimbleman, and his family on their home turf.

Officers of I.F.F. came from several states and Canada. President, Don Zimbleman from Fullerton, Vice President Wayne Steele from Madera, California, Treasurer Bob Lutes from New Paris, Indiana and Secretary Milt Van Gerpen from Springfield, South Dakota. A total of 100 people in attendance with over 20 planes and a dozen motor homes. Flying Farmers came from New Jersey, California, Indiana, Manitoba, South Dakota, Montana, Minnesota, Iowa and Kansas. Members of the I.F.F. are family oriented and all members of the family are usually in attendance at the gatherings.

On Saturday the membership were taken on tours of points of interest in the area. A 6:00 p.m. dinner at the Zimbleman farm was followed by a dance and visiting.

On Sunday a noon buffet at the Fullerton park preceded a program that consisted of introductions of officers past and present and other dignitaries followed by songs sang by Karin Dahl.

The International Flying Farmers organization is celebrating its 50th year of existence.

Don Zimbleman was installed as President of the I.F.F. at the 49th annual meeting which was held at Saskatoon, Saskatchewan on July 13 - 18, 1993.

The 50th annual meeting will be held at Stillwater, Oklahoma later this year to celebrate 50 years of Flying Farmers with Don Zimbleman, President, presiding over the meeting.

## State Airport Grants

The North Dakota Aeronautics Commission, on June 29, 1994, issued grants to public airports totaling \$416,744.80 for the 1994 construction season:

The following scheduled commercial service airports received \$217,416 as follows:

1. Bismarck	\$ 31,867.00
2. Fargo	56,857.00
3. Grand Forks	52,333.00
4. Jamestown	18,000.00
5. Minot	39,433.00
6. Williston	8,426.00
7. Pavement Condition Study	10,500.00
Total Approved	\$ 217,416.00
Total Amount Requested	\$ 526,578.00

The revenue source for the 7 commercial airport allocation is from the aircraft excise sales tax submitted by registered North Dakota aircraft owners.

The following general aviation airports received \$199,358 as follows:

1. Adams County - Hettinger	\$ 1,200.00	13. Kenmare	3,632.00
2. Beulah	2,925.00	14. Leonard	5,000.00
3. Cando	1,300.00	15. Mandan	1,230.00
4. Carrington	40,000.00	16. Mayville	2,730.00
5. Crosby	1,250.00	17. Minto	5,448.00
6. Drayton	14,926.80	18. New Rockford	25,000.00
7. Killdeer	2,250.00	19. Oakes	2,000.00
8. Ellendale	1,000.00	20. Parshall	1,050.00
9. Glen Ullin	5,000.00	21. Rolla	3,191.00
10. Gwinner	34,460.00	22. St. Thomas	6,666.00
11. Harvey	9,100.00	23. Wishek	10,000.00
12. Hillsboro	20,000.00		
Total Approved	\$ 199,358.80		
Total Amount Requested	\$ 859,172.00		

The revenue source for these 23 general aviation allocations is from the 4 selling price tax on aviation motor fuels sold in North Dakota.

"Demand for state grants totaled \$1,385,750 for both air carrier and general aviation airport of which only \$416,744.80 or 30% was allocated. Due to revenue shortfalls, projects to rehabilitate airport pavement and matching federal funds received priority after the five-member Aeronautics Commission board heard airport community grant presentations, reported Aeronautics Commission Director Gary R. Ness

# Flying Farmers to Meet at Medora

*Roger Pfeiffer*

The North Dakota Flying Farmers are planning a fly-in at Dickinson on August 27th with a bus trip to Medora to the musical and fondue steak fry on Saturday. Sunday the Dinosaur Museum will be open for those wishing to tour that. You will need to call or write Roger Pfeiffer at the North Dakota Aeronautics Commission, P. O. Box 5020 or telephone 701-224-4746 by August 19, 1994 for reservations if planning to attend so that transportation and tickets can be reserved.

The North Dakota Flying Farmers also invite the North Dakota pilots and Minnesota Flying Farmers to join in the trip to Medora. A block of rooms will also be available at Dickinson. Be sure to call Roger by August 19th if you are planning to attend.

# From The North Dakota AFSS

*Bob Fishman*

*FAA Air Traffic Manager*

As you know, we at the Grand Forks AFSS were quite proud of our Regional and National Facility of the Year awards for 1991. In 1992 we were once again selected as the Great Lakes Regional Air Traffic Facility of the Year. We are pleased to announce that we have been selected an unprecedented third time as the Great Lakes Region Air Traffic Facility of the Year for 1993. These awards reflect a sustained commitment to providing the "FINEST" service possible to the North Dakota aviation community.

In March, we participated in the Upper Midwest Aviation Symposium in Bismarck. As always, it was a pleasure to see old friends, meet new ones, and share information with the users of our services.

Over the last several years, Automated Weather Observing Systems (AWOS) have been installed at many places across the nation. Now, a new weather observing system called Automated Surface Observing System (ASOS) is being implemented through the combined efforts of the National Weather Service (NWS), the Federal

Aviation Administration (FAA), and the Department of Defense (DOD). This state-of-the-art system is designed to support aviation operations and weather forecasting. A certified weather observer and ASOS sensors located on the airport will provide you with scheduled record hourly observations (SA), record specials (RS), specials (SP), and urgent specials (USP). Each weather observation will include the following elements: location identifier, type of report, time of report, station type, sky condition and ceiling below 12,000 feet, visibility, present weather and obstructions to vision, sea-level pressure, temperature, dew-point and speed, altimeter setting and remarks. If an element in the main body of the observation is missing, the element will be coded as "M". In addition, an on-site display will be available for airport users. As each observation is taken, a computer-generated voice message will broadcast the observation over a discrete FAA radio frequency; or, if you wish, you can place a telephone call to the site to receive this report.

As a reminder, the Grand Forks AFSS offers a pilot education program (open to the public) every three months called "Operation Takeoff". The next scheduled meeting is on Wednesday, August 17, at 7 p.m. in the Grand Forks AFSS conference room. Anytime you are in the Grand Forks area, please feel free to stop in and visit or call us at (701) 772-7489.

This August the North Dakota aviation community will bid farewell to Robert (Bob) Fishman, Air Traffic Manager of the Grand Forks Automated Flight Service Station (AFSS). Bob was with us for more than 7 1/2 years and was faced with the unpopular task of consolidating the States Flight Service Stations into one upon his arrival. Bob traveled the state promoting Aviation Safety and Education and made himself and his staff available to participate in local aviation events and was a regular contribution to this newsletter. He brought national recognition to North Dakota over the years with the numerous awards presented to the Grand Forks AFSS during his tenure.

The North Dakota Aviation Community wishes Bob and his family well as he assumes his new position as Hub manager for the state of Florida and the Air Traffic manager of the St. Petersburg, Florida AFSS.

# "Aviation Mechanic's" — How & Why

*Gordon Person*

Do you pause and listen when you hear an airplane? Stop at the airport and watch airplanes come and go? Sometimes we think it's flying that has our curiosity but in all reality it's the airplane!

Who keeps it dependable, safe, and ready to go? Airframe and Powerplant Mechanics, Maintenance Technicians, Avionics Technicians, and many other specialists trained in the field. The Aircraft Mechanic has been needed since the beginning of aviation.

Aviation has continued to grow worldwide since the thirties. A slow down or almost a stop came in the 1980's as Cessna, Beech, Mooney, Piper, etc., shut down assembly lines model by model due to liability expenses. This is really not fair, just because our aircraft are still in use that were manufactured since the sixties. Mechanics have kept them in excellent shape with their skills. Cars manufactured then, have long since been crushed and recycled. Liability on automobiles is only good for eight to ten years — Why the, thirty for aircraft?

Once the liability issue is realigned, manufacturer's have already indicated they will increase production of "General Aviation" aircraft, back to new levels within a few years. Heavy aircraft production hit a high in 1991, and their production is sold out through 1996, but we see down-sizing of employees because of military contracts expiring. What does all of this hold then for the future of Aircraft Mechanics?

I believe that anyone who loves the sight, sound, and feel of aviation, who likes to use their mind, hands, and energy, will find a strong future as an A & P Mechanic. General Aviation Mechanics are needed across the nation but we don't see many advertisements. You need to carry your resume with you, visit shops, and apply for work! Salaries vary throughout the United States for beginning mechanics ranging from \$6.50 per hour in the Upper Midwest on up to \$10.50 per hour in other areas. The airline industry begins at \$10.00 to \$15.00 per hour, commuters \$9.00 to \$12.00 per hour, and maintenance facilities \$8.50 to \$12.00 per hour.

The airline industry, I believe, has now turned around since "Desert Storm" of which they have stated "Increased their fuel costs", and therefore generated loses. The lower fuel prices today greatly affect all of aviation and Delta Air Lines sa's that every penny a gallon savings will generate twenty-nine million dollars a year.

The need for aviation mechanics has been projected at a shortage of 50,000 + by the year 2005. This is only eleven years away! Aviation is growing by fast numbers world wide and just the number of commercial aircraft will be four-fold by 2005. Another fact is found within general aviation and industry that thirty-five to thirty-eight per cent of today's maintenance force is near retirement age. We need new, young replacements, with a strong background in turbine, electrical, and reciprocating engines. The future is out there and if this is what you dream about, step forward and go for it! The airplane you used to listen to and watch, can be touched and cared for by you. A rewarding and enlightening career!



## AOPA NEWS

### AOPA Calls Foreign Shoot-down Policy "Fundamentally Wrong"

Frederick, MD - The Aircraft Owners and Pilots Association has told the U.S. State Department that it will vigorously oppose any U.S. action that might encourage other countries to shoot down civilian aircraft.

The statement was in response to an Administration proposal to furnish radar tracking data to South American governments intending to shoot down suspected drug smugglers.

"Deadly force against civilian aircraft is irresponsible and fundamentally wrong," declared AOPA president Phil Boyer in a letter to Assistant Secretary of State Robert Gelbard.

Boyer cited two large commercial airliners shot down in error recently by trained military personnel using the most advanced equipment. "How can anyone feel assured that a twin-engine Cessna carrying members of Congress on an overseas fact-finding mission could never be mistaken for an identical Cessna full of drug smugglers?" he asked.

"Surely any foreign government with sufficient resources and firepower to shoot unarmed civilian aircraft out of the sky also has the wherewithal to follow and arrest criminals once they have landed."

In 1989, AOPA argued successfully against a proposal that would have allowed U.S. drug agents to shoot down suspected drug-running aircraft in the United States.

## Flight Schools to be Regulated

In a disappointing advisory opinion, Colorado's Attorney General's office says even flight schools or individual instructors who do not collect advance tuition must be regulated by the Colorado Division of Private Occupational Schools, even if their students are learning to fly as an avocation, not a vocation

Applied fully, this will force all flight schools and individual flight instructors to pay the state an initial fee of \$2000 and a renewal fee of \$750. Moreover, they will have to post a bond of at least \$5000. In return the state will confer no benefit except those regulated may say "we are state regulated".

Aviation attorney J. Scott Hamilton studied the advisory opinion and the statute. He feels the Attorney General's opinion not withstanding, Colorado cannot impose this burden upon individual flight instructors. For now, however, all flight schools—even those which do not charge advance tuition—come under the statute. Both the Colorado Airport Operators Assn. and the Colorado Pilots Assn. are considering the pursuit of legislative relief for flight schools NOT changing advance tuition. Although the 1994 Legislative session is over, AOPA will continue to be involved with this issue.

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