

# NORTH DAKOTA Aviation Quarterly

ISSUE #30

NDAC

FALL, 1995

## CHAIRMAN'S CORNER

*Fred Adams, Chairman ND Aviation Council*

I hope you had a good summer. It has gone by so fast. Two notes of not so good news, one being the tragic loss of Al Pietsch during August. Al was a big part not only the aviation community in the Minot area, but across the State of North Dakota and beyond. The other item is the continuing battle that John Odegard, Dean, UND Center for Aerospace Sciences is having with cancer. All of us on the Aviation Council wish him the best and look for his speedy recovery.

It is not to soon to start thinking about the Upper Midwest Aviation Symposium to be held in Bismarck starting on Sunday March 3rd through Wednesday March 6th, 1996. If you have an idea, let your leaders (mechanics, pilots, etc.) know soon so we can provide information you are looking for at the symposium. Two items that will be discussed at the NDAC meetings this fall are an idea to start of ND Aviation Hall of Fame and the other is a yearly outstanding aviation service award titled the "Al Pietsch Award."

Once again, for those of you who are not members of one of the seven state wide aviation organizations, please consider joining. The strength of those organizations and the ND Aviation Council comes from having one strong voice.



## IN MEMORIAM

North Dakota aviation was dealt a significant loss on August 18, 1995 when Al Pietsch, one of the region's legendary pilots and a major force in the area's aviation scene, died along with copilot Stan Hatmaker near Manvel, North Dakota while enroute to Dickinson for an airshow that weekend.

Considered one of airshow aviation's "Grand Masters", Al's tireless efforts on behalf of the North Dakota Aviation Council over the years were an inspiration to all who

had the honor to work with him, fly with him and to know him.

Besides his over 40 years as owner/operator of Pietsch Flying Service in Minot, Al was a North Dakota State Aviation Commissioner, an active member of the International Council of Air Shows and one of the few aerobatic pilots officially recognized as an Aerobatic Competency Evaluator (A.C.E.)

The effects of his loss will be felt by all who ever came in contact with him over the years.

## AIRPORTS UNDER CONSTRUCTION ARE YOU SURE?

*Mark J. Holzer Aeronautics Commission*

Did you know that every year from 2 to 6 general aviation airports are

under construction. In 1995 according to a October 6th NOTAM check, these airports were closed or under construction:

1. **Rolla** - reconstruct runway 14/32 (airport closed)
2. **Carrington** - reconstruct runway 13/31 (airport closed)
3. **Hillsboro** - unlighted, apron expansion, access road relocation (airport closed)

*(Continued on Page 2)*



## FROM THE EDITOR

You may have noticed that there is a new Editor for the North Dakota Aviation Quarterly and that we now have a new return address. I want to take this opportunity to express the gratitude of the entire North Dakota Aviation Council to **Greg Haug**, who so ably and skillfully put the Quarterly out to you over the past eight years. Year in and year out, Greg took the raw materials and published edition after edition. I am extremely grateful that in his new office as Airport Manager here in Bismarck he will be only a few feet from the home of the Quarterly.

By way of background, for those of you who do not know me, here's a brief rundown: I've been in and around journalism and related fields since I was about 16. My last major task in publishing was as Editor-in-Chief of the Hastings Law News in San Francisco about 10 years ago. Since coming to Bismarck in 1990 I've served in various positions in the North Dakota Pilots Association and I am the 1995-1996 President. I spent about 17 years in the cockpits of various models of Navy aircraft as a Naval Flight Officer since I began flight training in 1975, so I hope you excuse the occasional bias towards Naval Aviation!

It is my strongest hope and desire to bring to you a timely, quality publication. Over my tenure here at the Quarterly I hope to be as responsive and available as Greg has been. We have some great ideas for the future of the Quarterly and hope that you, our readers, will continue to provide us with ideas, articles and the terrific support we have enjoyed in the past.

Andrew Niemyer, Editor-in-Chief

## ND FLYING VETERAN DAN WAKEFIELD GOES WEST

Daniel (Dan) L. Wakefield, Devils Lake, one of North Dakota's most experienced pilots and charter member of the North Dakota Aviation Association, passed away Tuesday, October 3, 1995 in Devils Lake.

Dan and his wife Victoria moved to Devils Lake in 1946, after Dan had spent World War II as a flight instructor in Minnesota and Wisconsin. Dan managed the Devils Lake Municipal Airport and Lake Region Flying Service. Working as a pioneer in aerial crop spraying, he established Wakefield Flight Service and provided flight instruction and other services throughout the region until 1979. Wakefield was a noted FAA Designated Examiner and compiled approximately 30,000 flight hours during his career.

Highly active in the International Flying Farmers, Dan helped to establish what became the North Dakota Aviation Association in the early 1950's. He eventually served in all offices in the organization.

Dan was a significant force in the growth of aviation in North Dakota, and was well known throughout the region for his tireless efforts in promoting the positive economic effects of a active aviation community. His hard work and dedication succeeded and can be seen in the strong aviation community we now have in the state.

Dan is survived by his wife, Victoria, two daughters, five sons, twelve grandchildren and a brother. Services were held in Devils Lake October 6.

(Airport Closed, Continued From Page 1)

4. **Minto** - partial concrete runway center area (airport closed)
  5. **Rolette** - partial concrete runway center area (airport closed)
- An airport that I know is closed is missing!!!!

I forgot to check the Airport Facility Directory (AFD) for published NOTAMS and there it was...

6. **Stanley** - runway overlay/apron reconstruction (airport closed)
- The key to remember is asking a GFK's briefer for "published" NOTAMS in AFD since after 30 days or so a NOTAM gets published in AFD and isn't reported unless requested. Pilots need to either order the AFD (National Oceanic Service at (301) 436-6993) or see local chart agent to check if the airport they are flying to is really open and safe. The runway lights or landing system may not be operation so do not forget to check both NOTAMS and AFD. Continued safe flying!

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## FROM THE DIRECTOR'S CHAIR

Gary Ness, Director  
ND Aeronautics Commission

Today as I write this column, I am confused and angry about what is happening in aviation across this nation. The messages from our national political leaders are so mixed. If we, the aviation industry, were teenager, we would ask for a divorce from our parents. Washington will say one thing about the needs to strengthen the industry and then introduce legislation to strangle the same industry the next day. I have just completed a four year tour in national office working in D.C. on aviation issues and I am still wondering. It is very apparent that the people who will be reading this article from this publication have little voice, as you now stand, in the national scene. Congress only worries about the silver cigars and the jetway aviation of the airlines. They have attacked business aviation with luxury taxes (now appealed) and announced user taxes. They are requiring regulation for a "zero based" accident rate in Part 121 - Part 135 operations. The first thing that has to happen is to redefine "accident" before you can get to zero. Everything that is on the political agendas either adds cost to the flying public or takes something away.

The Airport Improvement Program

(AIP), your tax money designated to improve airports, is in doubt because the ticket tax has been tagged to pay for Air Traffic Control (ATC) privatization. What is the solution? Get active, read the aviation publications, and know the issues that affect you. The 1996 congressional term will change the face of this nation and the way we do business in aviation. It can be very positive change if the aviation community stands together to continue our progressive march to the future. There is a great bunch of very active people across this nation fighting hard for aviation and a progressive future. Join them in any small or big way you can

The Aeronautics Commission would like all of North Dakota aviation to take a moment in the day to acknowledge the loss and the large contribution of two North Dakotans; Dan Wakefield and Al Pietsch. These two gentlemen contributed much to the state's aviation business. Not only did they, but their families have been and will continue to be involved in the business they both loved and lived. I have many memories of both and will remember them forever.

## AVIATION PLAN UPDATE

Prepared by: Mark J. Holzer

The North Dakota Aeronautics Commission, with FAA's planning grant program, has several projects in development. The status report on these are as follows:

**Pavement Inspection Plan** was completed for 30 federal general aviation airfields in April 1995 and should be completed for the 8 air carrier airports by December 1995. These reports shall be distributed in the Manager's Handbook. FAA grants require airports to have a pavement management plan.

**Airport Manager's Handbook** is a resource document of airport leases; federal and state grants; land use and airspace agreements; construction safety; minimum standards; capital improvement plans and examples of gaining public support. This handbook will assist management in the daily operations, safety, improve-

ments, and tenant negotiations. The handbook will be distributed in December to every North Dakota public airport.

**1994 Aviation Economic Impact Report** was completed in January 1995 and is available by request to anyone. This 3-fold pocket summary brochure is available to stimulate and educate community leaders of the importance of aviation industry in North Dakota. Aviation in North Dakota is growing and is not dead!

**1995 Air Service Update** will be published in October 1995 to address air service changes in North Dakota and offer direction for future airline service enhancement and marketing. Economic development for North Dakota communities require adequate air service to both Denver and Minneapolis regional hubs.

**FBO/Airport Study** grant was received September 29, 1995 to address airport development impacted by FBO's in North Dakota. This study will address to cause of decline or increase in aviation businesses and impacts upon a community's economic development to plan future airport grants.

The Commission, in its pursuit of being an informational resource, undertakes these planning studies to provide assistance to airport sponsors and their aviation businesses. You may contact our office for any assistance in solving your aviation issue of the day through our aviation plan superairway.

## PAMA NEWS

Once again, fall is here and its time to plan the NDAC Symposium. If you have any ideas of what you would like to have as far as speakers and programs. Please contact your representative on the council.

Also, if you have a Maintenance Technician in mind who would be a candidate for the 18th Annual North Dakota Aviation Maintenance Safety Award, please contact Rick Bloom at Excalibur in Bismarck, Dave Mohn at Waypoint in Bismarck, or Rod Brekken or Jeff taught at Sky-Tractor in Hillsboro.



# NEW CANADIAN SYSTEM OF CUSTOMS CLEARANCE BY TOLL FREE 800 NUMBER TELEPHONE ADVISORY

FREDERICK, MD — A new Canadian customs system is now in effect and anticipates a similar U.S. Customs program for Canadian-U.S. border crossing.

The Canadian system, effective July 1, allows telephone clearance into Canada of pre-registered participating aircraft, pilots and frequent passengers through seven border-area general aviation airports.

Pilots first apply to Canadian officials for a CANPASS permit specific to both aircraft and persons who normally enter Canada aboard it. There are, however, additional procedures possible for those not pre-registered or if a mixed party of pre-registered and non-registered persons are traveling together.

At the time of travel, the pilot then calls Revenue Canada at 1-800 265-6233 at least one hour but not more than 72 hours before flying into Canada. The call must inform customs of ETA, airport, CANPASS number, purpose and length of stay, and the names, birth dates and citizenship of all on board.

Goods being imported into Canada must be declared. If taxes and duties are due, customs will require a VISA or MASTERCARD number and expiration date. Spot inspections at arrival airports will be conducted.

Arrivals under these procedures are allowed any time the designated airport being used is open for landings.

Those who do not have the CANPASS permit in advance may only land during normal customs office hours. They must make a second

call to 1-800-265-6233 on arrival, report their arrival and receive permission to leave the airport's customs area.

If an inspection is specified, the arriving aircraft and persons must wait for customs officials and may not leave the area.

CANPASS applicants must provide documents to prove citizenship or permanent residence. U.S. citizens or legal residents must meet normal Canadian visitor requirements of good health, no criminal or narcotic record, and financial fitness to enter the country.

Persons ineligible for CANPASS include those providing false or incomplete information, those with a criminal record or charged with a customs or immigration violation in Canada, those subject to a customs seizure within the previous five years or who are otherwise inadmissible under Canadian law.

Application forms for CANPASS are available through AOPA and the AOPA AVFAX fax-on-demand system.

Send completed application forms, \$25 Canadian funds (check or money order - no cash, VISA and MASTERCARD accepted) and copies of proof of citizenship or legal residence (**not** originals) to:

CANPASS - Private Aircraft Program  
PO Box 126 Niagara Falls,  
Ontario Canada L2E 6T1

Telephone: 905-371-1477 FAX:  
905-354-2332

Make checks payable to "Receiver General for Canada." Application fees are non-refundable. CANPASS permits are not transferable and apply only to aircraft carrying 15 or fewer passengers.

The CANPASS program is the result of the recent "Canada/United States Accord on Our Shared Border," a set of initiatives to promote trade, tourism and travel, strengthen the customs enforcement capabilities of both nations, and reduce costs to travelers and government alike.

The program is applicable to arrivals from the U.S. to the Canadian airports of Brantford, Buttonville, Goderich, Oshawa Municipal, Pelee Island Peterborough and Sarnia.

## NDPA

*Harvey J. Hirning, Ph.D., PE*

The Federal Aviation Administration has just released the notice of proposed rulemaking 95-11 which deals with parts 65 and 141 (pilot certification and flight schools). Get a copy and read it very carefully. It changes a lot of the training things and most importantly for certified pilots the way flight time is logged especially for IFR. If I am reading this thing correctly at least some instrument pilots would need to get new licenses.

There would be significant changes in the requirements for IFR currency, including recovery from unusual attitudes and no minimum hourly requirement. All of this could be done in VFR conditions (no need for simulated or actual instrument conditions).

The medical requirements for a recreational pilot certificate would be eliminated. All you would have to do is declare yourself free from known medical deficiencies that would make it impossible to safely fly the airplane.

Pilot in command requirements would also change. No more two pilots sharing a flight and both logging the time except for flight instructors.

Three takeoff and landings to a full stop would be required within the previous 90 days. Night would qualify for day, but day would not qualify for night. For tailwheel airplanes the takeoffs and landings would have to be in a tailwheel airplane.

The whole proposal is 250 or so pages long. So you will have to get your own copy or find someone to share a copy with you. You have until December 11, 1995 to submit comments. As usual, they will have to be in triplicate.

Sources for copies include the FAA, AOPA and the libraries of the Aviation Special Interest Group (AVSIG), Compuserve Information Services (CIS).



# AOPA NEWS

## AOPA LEGISLATIVE ACTION OPPOSES SENATE FAA REFORM BILL

FREDERICK, MD — AOPA Legislative Action is opposed to key elements of the FAA reform bill introduced September 12 in the Senate by Sen. John McCain (R-Ariz.) and Sen. Wendell H. Ford (D-Ky.). The "Federal Aviation Administration Streamlining Act of 1995" would impose new user fees on the aviation industry and would call for cutting off regular General Fund funding for FAA. It would keep the agency under the Department of Transportation.

"We are unalterably opposed to new user fees on top of the user taxes aviation currently pays," said Phil Boyer, speaking for AOPA Legislative Action. "And we are disappointed the Senate bill does not reestablish FAA as an independent agency.

We opposed to making system users 100 percent responsible for funding all of FAA since its safety and regulatory operations benefit all Americans, not just those who operate aircraft or travel aboard the airlines."

Boyer said lack of revenue had not been a problem in the past, and it has yet to be established that more revenue will be necessary in the future. He said a new type of user fee, on top of current federal user taxes assessed on general aviation fuel or airline passengers, would not be the best way to meet FAA's needs.

"What do we say to the pilot who points out there is a \$6 billion surplus in the aviation trust fund while the federal user tax on general aviation fuel has been increased twice in the past five years?" asked Boyer.

"The existing funding mechanism is **not** hopelessly broken. FAA doesn't need a new system for generating rev-

enue."

AOPA Legislative Action said any perceived funding gap should be addressed first by finding savings at the FAA. For example, Senate Appropriations Committee Chairman Mark Hatfield (R-Ore.) recently said 20% could be cut out of FAA's procurement budget if the agency had the kind of flexible acquisition system he included in the DOT funding bill. Those savings are estimated at \$420 million annually.

Boyer said other savings could come from personnel and other procurement reform along with the already anticipated switch from a land-based navigation system to satellite-based GPS.

AOPA Legislative Action also opposed eliminating General Fund taxpayer support for FAA operations. "The nation's economy and the entire American public benefit from a safe and efficient air transportation system," said Boyer "Airspace users—whether through air passengers, general aviation pilots or the 20 % military share, pay for the vast majority of air traffic costs. "But as small as it is, the 10% General Fund public benefit contribution is clearly appropriate."

"While we are concerned by the major revenue proposals in this version of the bill, said Boyer, "we are willing and anxious to continue working with the Senate aviation subcommittee to craft a comprehensive reform package which general aviation can support."

## INTRODUCTION OF DUNCAN- LIGHTFOOT BILL "GIANT STEP FORWARD"

FREDERICK, MD -- True FAA reform moved a step closer September 7, as Representative John Duncan (R-Tenn.) and Jim Lightfoot (R-Iowa)

jointly introduced the Federal Aviation Administration Revitalization Act of 1995.

"The Duncan-Lightfoot Bill is a giant step forward," said Phil Boyer, speaking for AOPA Legislative Action. "We've been debating FAA reform for more than two years. This bill will have a far-reaching impact on rejuvenating our safe and efficient national air transportation system.

Representatives Duncan and Lightfoot refused to compromise safety by accepting the prevailing wisdom that corporatization or privatization always provides the best solution, said Boyer

Their forward-looking legislation will fix deficiencies in the Federal Aviation Administration while properly charging FAA with protection of the flying public under Congressional oversight.

The Duncan-Lightfoot Bill will retain most of the key elements of the FAA Reform Act previously introduced by Rep. Lightfoot, including FAA independence from the Department of Transportation and relief from cumbersome government procurement and personnel procedures.

House Aviation Subcommittee Chairman Duncan added to Rep. Lightfoot's original legislation a five-member independent Federal Aviation Board to set policy and ratify key decisions. Day-to-day FAA management would be in the hands of a chief operating officer, who would take the place of the current FAA administrator.

The new bill also includes the initiative of House Transportation and Infrastructure Committee Chairman Bud Shuster (R-Penn.) to take the Airport and Airway Trust Fund "off-budget," making it easier to spend the \$5 billion Trust Fund surplus for aviation infrastructure improvements.

AOPA -working together we can help shape the present and the future of general aviation. AOPA Central Regional Representative Bill Hamilton has a new area code (970) 887-2101. Update your files!



## NDSAA NEWS

Hello Again!

Well, I would have to say that in spite of all the weather that we had, our "Planes on the Plains" Fly-In was outstanding. In fact, we had people coming out on Sunday in the pouring rain. I think that we would have had more people than we knew what to do with if the sun had been shining.

All in all, the weather gave us something to do, tie-down planes, push them into hangers, push them out of hangers, untie them and go flying, tie airplanes down, etc, etc.

Working along side of a living legend such as Duane Cole was a special treat for me as it was for most of us. I thoroughly enjoyed visiting with him about his life and ambitions as a flyer and statesman for aviation. Hearing him speak on Saturday night was a real thrill and privilege for us all. Thanks Duane wherever you are!

We all had a ball camping, singing and such on Saturday night and had an enjoyable Sunday morning service. Thanks to Gary Brenton of Airshow Ministries.

ED.

## DIFFERING FAA REFORM BILLS INTRODUCED IN HOUSE AND SENATE

**What's at Issue:** Legislative initiatives to reform the Federal Aviation Administration (FAA) have been introduced and are pending before the Aviation Subcommittees in the House of Representatives and the Senate.

**Why It's Important:** There is unanimous agreement by the aviation industry, Congressional aviation leadership, and the Administration that changes are needed in the FAA's management structure

and procedures; however, the approaches to improve the agency are vastly different and will have a significant impact on all aviation businesses.

### Major Provisions

While there are numerous approaches to reform, two have emerged as the leading contenders: The House Independent FAA bill, officially titled the "Federal Aviation Administration Revitalization Act of 1995," is co-sponsored by Rep. John Duncan (R-TN), Chairman of the House Aviation Subcommittee, Rep. Jim Lightfoot (R-IA), Rep. James Oberstar (D-MN) and numerous other House aviation leaders. Referred to as the "Duncan-Lightfoot bill," this legislation was created in close cooperation with aviation representatives, former FAA Administrators, and aviation industry experts.

The Senate/Administration proposal introduced by Sen. John McCain (R-AZ), Chairman of the Aviation Subcommittee, Sen. Wendell Ford (D-KY), and Ernest Hollings (D-SC) is known as the "Federal Aviation Administration Streamlining Act of 1995." This legislation was drafted by representatives from the DOT and the FAA, and the General Accounting Office in conjunction with the Senate Aviation Subcommittee staff. A companion bill was also introduced in the House by Rep. Bob Clement (D-TN) at the request of the Administration.

The following is a comparison of the specific areas contained in the bills.

### FAA Management

The Duncan-Lightfoot legislation establishes the FAA as an independent agency and replaces the FAA Administrator with a Chief Executive Officer who, in conjunction with a three member board appointed for seven years, will manage the Agency. The Senate measure provides more autonomy for the FAA than currently exists, but retains it as an Agency under the DOT. The Administrator would have a fixed five-year term.

### Management Oversight

A 17-member Management Advisory Committee made up of industry representatives and Congressional appointees is created by the House bill to provide advice and counsel to the FAA. The Senate version includes a 15-member Advisory counsel that provides policy and budget and fee advice to the Administrator.

### Personnel and Procurement Management Reform

Both versions modify the Agency's personnel management and acquisition management regulations using varying timetables.

### FAA Funding

The Duncan-Lightfoot bill continues using the existing revenues from the aviation excise taxes combined with the provision to remove the Aviation Trust Fund from the unified budget. The Senate bill contains fees for air traffic control services and fees for various certification, safety, and security responsibilities performed by the FAA.

### Regulatory Reform

The House legislation mandates extensive cost/benefit analysis and review of FAA regulatory actions. Under the McCain-Ford-Hollings legislation, the FAA must issue a final rule within 18 months after initiating rulemaking.

### Inspector General

Both bills create an FAA Inspector General office.

## NOTE OUR

*New Address:*

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## AOPA OPPOSES ICAO FORMAT

FREDERICK, MD — The Aircraft Owners and Pilots Association is opposing an FAA proposal to replace its standard half-page flight plan form with the full-page ICAO international format.

"In any given day, the U.S. has more aircraft movements than the rest of the world combined," said AOPA president Phil Boyer. "But FAA has provided no compelling reason to force the majority of the world's pilots flying here to use the more complex international form."

Boyer said FAA had not provided any cost estimates for replacing existing FAA flight plans, changing numerous publications, or conducting training for both FAA personnel and pilots.

He noted that a recent survey of AOPA members found that 70% were satisfied with the U.S. form and did not want to switch to ICAO format.

The FAA proposal claimed that a single standard flight plan would make it easier for pilots to file anywhere in the world and would reduce the costs of software development for datalink equipment, DUATS, and the next generation Flight Service Station computer.

FAA also said Mexico and Canada have adopted the ICAO form. But FAA failed to note that Canada doesn't require the ICAO form for either domestic flights or transborder flights to the U.S.

"Inexpensive technology already exists which can automatically convert the FAA flight plan into the ICAO format or any other," said AOPA vice president for air traffic control Martin Shuey. "There is no need to print hundreds of thousands of new forms when a simple computer program can achieve the same result."

Shuey also noted that the RTCA Free Flight Task Force is examining the flight plan form and will probably revise it.

"For that reason alone, FAA shouldn't make any changes now," said Shuey.

## FROM THE NORTH DAKOTA AFSS

What's new at the Grand Forks Automated Flight Service Station? On July 31, 1995 our weather graphics system was upgraded. What does that mean to a pilot? We now have the capability to display all the new National Weather Service (NWS) weather radar sites in the state. Included in this package is new Doppler radar information called Next Generation Radar or NEXRAD. As new radar sites are converted to the NEXRAD system, we will become more adept at informing pilots of the location, movement and intensity of storms. This information is a valuable tool when flying in the vicinity of hazardous weather.

Aviation Education is a major part of our life at the North Dakota AFSS - one program that has proven successful in "Operation Takeoff." Lee Anderson, the Meteorologist-In-Charge of the new Grand Forks National Weather Service office, gave a presentation to pilots participating in Operation Takeoff. Meetings are held on the third Wednesday, of the second month, of each quarter. Our next meeting is on November 15, 1995, starting at 7:00 p.m. This is a locally produced pilot education program presented at GFK AFSS, that covers a wide variety of aviation related subjects. Lee acquainted pilots with weather synoptic charts, radar, and radar data, he also gave a heads-up view of upcoming radar services that will be available with the new NEXRAD capabilities.

For Operation Takeoff we invited Rose Robinson, the Grand Forks Customs Agent-In-Charge to participate and discuss the rules and regulations for clearing customs. Rose stressed ONE-HOUR prior notification is necessary to receive customs clearance at U.S. airports.

GFK AFSS next goal is to take Operation Takeoff on the road to major airports throughout North Dakota. If you would like more detailed information or if you have any recommendations for this education program,

please call me personally at (701) 772-7489. As a reminder, Grand Forks Automated Flight Service station invites you to stop in and visit us anytime you are in the Grand Forks area.

## MERCIL NAMED NORTH DAKOTA FLIGHT INSTRUCTOR OF THE YEAR

(Grand Forks, ND) Recent Past President of the ND Pilots Association, Rick Mercil, UND Aerospace Manager of Fixed-Wing Training, has been named the 1995 General Aviation Flight Instructor of the Year for North Dakota by the FAA's Fargo Flight Standards District Office. As winner of the Fargo FSDO award, Mercil's name will be entered into competition for the FAA's Great Lakes Region Flight Instructor of the Year. Regional winners will compete for the national FAA Flight Instructor of the Year award.

"Rick's honor is well deserved," said UND Aerospace Dean John Odegard. "Rick has been a valued member of Flight Operations since he joined the UND Aerospace team in 1987. His professionalism, attention to detail, problem solving skills, and above all, his concern for the students and their safety are the same qualities that make him an asset to us and have earned him this recognition."

As the UND Aerospace Manager of Fixed-Wing Training, Mercil manages the instruction of 900 flight students and 70 flight instructors in all aspects of fixed-wing training. This includes primary pilot training through advanced jet training operations. He was named to his current position in 1994.

Mercil has accumulated over 7,600 flight hours. He holds Airline Transport Pilot and Instructor certificates, a Cessna Citation jet type rating, multi-engine and instrument ratings, and multi-engine and instrument instructor ratings. He is an FAA Designated Pilot Examiner and an FAA Accident Prevention Counselor. He served as president of the NDPA from 1991 to 1993.

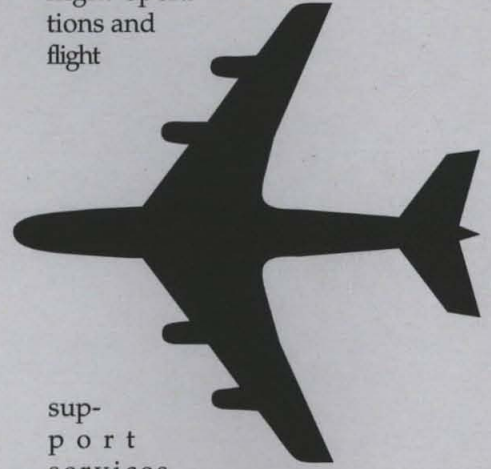


# UND AEROSPACE CHANGES MANAGEMENT STRUCTURE AFTER FSF SAFETY AUDIT

UND Aerospace at the University of North Dakota is changing its management structure following a safety audit by the Flight Safety Foundation (FSF), and will name a safety director who will report directly to the dean of the aviation college UND officials said. FSF reviewed management and organizational structure, flight instruction, air service operations, safety programs and maintenance during the 10-day audit. UND said the report includes "observations and recommendations...to further enhance the margins of safety and efficiency in flight operations at UND Aerospace. Describing UND as

unique in development, scope and scale, FSF noted that the Federal Aviation Regulations do not provide for the innovative nature of some of the programs. FSF advised UND "to explore with the FAA new avenues of compliance and approval of these training programs." UND offers more than 18 flight training courses with more than 700 students and a training fleet of more than 100 aircraft. UND named Dana Siewert to the newly created position of director of safety and standards in response to FSF recommendations that the position be elevated in the organization to report directly to the office of the dean. Siewert, former Director of Flight Operations, will develop a "proactive safety strategy emphasizing new approaches to accident prevention and ensuring the dean is kept apprised of safety and standards issues," UND said. FSF Chairman Stuart Matthews said he is "extremely pleased that UND Aerospace has chosen to share its response to a confidential Flight Safety Foundation operation safety audit with the aviation

community." UND said it is implementing the "new proactive safety program with the assistance and direction" of its FAA Flight Standards District Office. The program is supported by a new organizational alignment separating flight operations and flight



support services, which includes all aircraft maintenance, scheduling and flight dispatch functions. UND also retained Kay and Associates, an aviation maintenance consulting firm, to review its maintenance operation and submit recommendations.

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