

Aviation Quarterly

ISSUE #29

NDAC

SUMMER, 1995

CHAIRMAN'S CORNER

Fred Adams, Chairman ND Aviation Council

I think the very first thing on my list is to thank the NDAC's outgoing Chairman, Gordy Person, for his outstanding service not only to the Council, but to the aviation community within our State.

I am looking forward to continue working to promote aviation within the State of North Dakota and with all the other members of the NDAC, will be planning for the Upper Midwest Aviation Symposium next March.

If you have a concern regarding aviation, take it to your association and ask that it be discussed at our next meeting. The NDAC was formed to promote aviation in the state and to present concerns before government and the general public.

For those of you who don't know me - a brief background: I started my flying career pumping fuel for my uncle in Rapid City. After twelve years working with his FBO, I moved to Bismarck in 1981.

I worked for Executive Air Taxi for four years, had my own FAA approved charter service for a short period, went to work for TransWorld Airlines as a flight engineer in a B727, but was offered the position of Chief Pilot for Basin Electric Power Cooperative in Bismarck in early 1986. I returned to Bismarck and have worked for the Cooperative since. I Married a wonderful lady and we are trying to raise two boys.

I am a ATP rated pilot, flight instructor, flight engineer, ground in-

structor, and a designated FAA accident prevention counselor. I was a designated pilot examiner in both South Dakota and North Dakota for about 10 years.

My most exciting years were flying Air Mail across South Dakota in Beech 18's. Great experience, but wouldn't want to do it again, thank you. So much for today's history lesson.

For those of you who are not members of one of the seven organizations, please consider joining. The strength of the NDAC comes from having one strong voice. Be assured that if you have a concern, others that work in the same type of job will have the same concerns.

(Continued on page 6)

COOPERSTOWN TEENS BECOME YOUNG EAGLES AT UND AEROSPACE

(Grand Forks, ND) - Thirty Griggs County Central (Cooperstown, ND) High School seniors toured UND Aerospace at the University of North Dakota and flew with UND Aerospace flight instructors on Monday, May 15. The tour and airplane flights earned the students a place in the Experimental Aircraft Association's (EAA) Young Eagles Program.

The 30 Griggs Country Central students are members of Carol Bjornsen's physics class at the high school. Bjornsen read about the Young Eagles programs and saw it as a perfect opportunity to use a field experience to demonstrate physics principles they

had discussed in class. After a few phone calls, Bjornsen was in touch with UND Aerospace and arrangements were made for the tour and flights.

"We're happy to be able to offer this opportunity to Carol Bjornsen's class," said UND Aerospace Dean, John Odegard. "The Young Eagles program is an outstanding opportunity to show young people what our industry has to offer them and share with the students our excitement for flying. I'm pleased that UND Aerospace is a part of the Young Eagles program and we appreciate and thank our flight instructors who have donated their time to fly with the students."

UND Aerospace flight instructors Chris Hand, Mike Blackmun, and Kevin Havixbeck piloted the Young Eagles flights. Hand has worked closely with Bjornsen to make this program possible. Hand is an EAA member and serves as the association's North Dakota field representative. In addition to the instructors who donated their time, UND Aerospace contributed the aircraft for the Young Eagle flights.

(Continued on page 2)



Potato Beetle Fighter Pilot (Ron Deck) checking his six at the conventions Chili Cook-Off.

CALENDAR OF EVENTS

July 2

Linton Fly-In
Linton Municipal Airport
9:00 A.M. - 2:00 P.M. - Food
FMI: Mike - (701) 254-5449

July 9

NDDFF Fly-In & Tours
Minnkota Field, Center, ND
Tour Coal Mine & Generating Plant
FMI: (701) 847-2780

July 15-16

Upper Midwest EAA Fly-In
Planes on the Plains
Casselton Municipal Airport
FMI: Steve - (701) 293-0778/347- 5519

July 20-23

Bottineau Glider Rally
Turtle Mountain Soaring Safari
Breakfast Served on Sunday, 23rd
FMI: Curt - (701) 228-5265
Leo - (701) 228-2983

July 22-25

Confederate Air Force Days
Dakota Territory Air Museum
Minot International Airport
FMI: (701) 852-4092

July 27 - August 20

Oshkosh '95
Oshkosh, Wisconsin
FMI: (414) 426-2800

August 12 - 13

Fargo Airshow '95
Fargo Municipal Airport
FMI: Joe/Shawn - (701) 241-1501

August 20

Dickinson Airshow
Dickinson Municipal Airport
FMI: (701) 225-5115 / (701) 225-1062

August 26-27

"Salute to Veteran's Airshow" &
USO Show and Dance
Bismarck Municipal Airport
FMI: (701) 223-5660 / (701) 222-6502

September 17

Turtle Lake Fly-In
Turtle Lake Municipal Airport
Breakfast 8:00 a.m. - 1:00 p.m.
FMI: Ray (at hangar) (701) 448-2253

"PLANES ON THE PLAINS"

By Steve Adams, NDSAA

Looking for something to do this summer? Mark your calendars for July 15 and 16, 1995 for the "Planes on the Plains" 9th Annual EAA Fly-in. It promises to be even bigger and better than last year's successful fly-in. This is more than just a fly-in. It is a bringing together of aviation enthusiasts, renewing of old friendships, and the making of new friendships. Here are just a few of the planned events:

Early bird: July 14, 1995, 6:00 p.m. Starts with a trap shoot, with award for the top gun.

Saturday

July 15, 1995: Workshops, fly-bys, Eagle flights, exhibits, forums, flying competitions, campfire sing-along, hangar dance, aero-mart, and guest speaker Duane Cole, the legendary aerobatic pilot "Aviation, The Way It Was, The Way It Is and The Way It Should Be". Duane Cole will have a booth at the fly-in Saturday and Sunday with his books and aviation videos for sale.

Sunday

July 16, 1995: Pancake breakfast, fly-bys, war birds and experimental aircraft, classic awards, Eagle flight. Noon to 1:00 p.m. Aerobatic demonstration by Jim Maroney.

Any interested aviation group that would like to be part of our fly-in is welcome. Join us for the fun, the friendship, and the celebration of flights.

NDDFF FLY-IN

The North Dakota Flying Farmers invite you to a fly-in at Center, ND on July 9, 1995. Arrive at 10:00 a.m. We will tour the open pit coal mines before lunch. Noon lunch will be provided. After lunch we will tour the generating plant. The Minnkota field at Center consists of a paved strip in generally good condition. N 47-04 W 101 -15 31.5 NM 297 Radial BIS Vor 116.5 ATC 122.9. It is noted that this is a private airport and is an uncontrolled field. However, aircraft are welcome to use this airport for this purpose at their own risk. Contact Ralph Jenson by July 7, so we can get a count for lunch. Tele 701 -847-2780.

See you there.

(Copperstown Teen continued from page 1)

"Young Eagles is designed to be more than just an airplane ride for young people. The idea is to provide the Young Eagle with a full flight experience," said Hand. "That's why the Cooperstown students spent time on campus and also toured UND Flight Operations and maintenance facility that keeps UND's 85 aircraft flying."

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FROM THE DIRECTOR'S CHAIR

Gary Ness, Director
ND Aeronautics Commission

Within the next weeks, the first shots will be fired in the coming battle over the future of the Airport Improvement Program (AIP) when the U.S. Senate and House release their budget resolutions. This won't be one of those annual skirmishes about the program's ever decreasing funding level, this fight will be about whether there is a program at all. One report has the elimination of AIP as an option being considered by the Senate Budget Committee. Several Washington-area policy "think tanks" have also proposed AIP's elimination, with one referring to the program as "corporate welfare."

The reality is that each community's airport is its lifeline to the increasingly global economy. Without safe and efficient airport facilities, those communities cannot attract business from the companies that rely on aircraft for their transportation needs. Nor can they attract the airline service that Americans are increasingly using for business and personal travel. Just as a federal highway program is needed to sustain nationwide surface transportation, AIP is vital to assisting state and communities with the high cost of developing the airport infrastructure across the country.

Assuming that we retain AIP, we

must then shift to a new front that is to ensure that the program is funded at an appropriate level to do its job—providing grant funding for improvements at the over 3,500 public-use airports listed in the FAA's national plan. National Association of Aviation Officials Board of Directors recently reaffirmed the association's position that the currently authorized level for AIP of \$2.1 billion is in fact the amount necessary to sustain our airport system. The Board also resolved that if funding drops below \$1.79 billion triggering across-the-board cuts to the program's entitlement and set-aside accounts we have no choice but to declare AIP in need of serious repair.

State aviation agencies know firsthand the serious impact of this year's across-the-board cuts that reduced funding by 24 percent. It wreaked havoc with airport master plans and state aviation system plans alike. It trashed statewide capital improvement programs, canceling hundreds of necessary airport projects, causing the loss of millions of state and local matching dollars. Last, it made a mockery of AIP's allocation formulas, with certain airport categories receiving less than the "minimum" prescribed by law.

The Airport Council International-North America (ACI-NA) and the American Association of Airport Executives (AAAE) have issued a call to arms. AAAE has established a \$500 million Airport Defense Fund to ensure there will be enough supplies and materials to sustain the engagement. NASAO, of course, strongly endorses the effort and we have offered those groups our full measure of support and assistance.

There is no question that Congress faces tough program choices as it deals with more austere federal budgets. However, Congress cannot forget that the Airport Improvement Program is funded from the Airport and Airway Trust Fund which has a surplus of revenues derived from taxes on the users of the air transportation system. Let's all take steps to remind them; let's work to retain the Airport Improvement Program. It's the only one we have.

NDPA NEWS

Andrew Niemyer, President

To all North Dakota Pilots: Greetings from your new Executive Council! For those of you who either renewed before the last Upper Midwest Aviation Symposium, or joined/renewed with the NDPA during our March meeting, we appreciate your membership greatly. For those of you who have not yet renewed, now is the time to renew for '95-'96!! Please fill out the enclosed form and send it in with your renewal fees today.

Symposium Update: This year was incredible, both in terms of attendance (despite the lousy weather) and especially in terms of program! Sunday's "Fire & Ice" presentation just set the stage for the inimitable Chaytor Mason's aviation psychology lecture and Bill Sweetman's peek into the work of hypersonic "black program" aircraft. After hearing insights from GAMA president Ed Stimson, we were very lucky indeed to have AOPA Air Safety Foundation's Tactical Weather Workshop. Tuesday and Wednesday morning, the one and only Rod Machado packed the NDPA meeting room with his insightful, knowledgeable and *hysterically funny* "Handling In-flight Emergencies" lectures as well as AOPA ASF's Stall/Spin accident prevention program and more of Chaytor Mason's thoughtful insights. The meeting was topped off Wednesday afternoon when representatives from Cessna, Piper, and PZL discussed upcoming developments in general aviation. All in all, everyone agreed that this was one of our best presentations ever!

NEW OFFICERS ELECTED: Our new Executive Board for 1995-1996 has been elected. Your new officers are:

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Vice-President: Dan Vigessa
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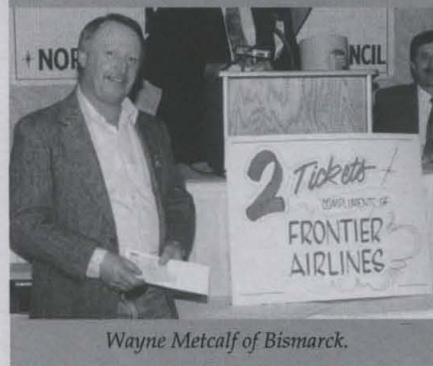
Jeff Matthys of Hillsboro.



Jim Lawler of Mandan.



Joan Bodmer of Kenmare.



Wayne Metcalf of Bismarck.



Chairman, Gordy Persons and Speaker, Rod Machado.



Jim Lawler, manager of Mandan Airport and the winner of the General Aviation Airport of the Year, accepts the award from Todd Hanson, President, AAND.



Michael Prizbilla receives Mechanic of the Year award from PAMA President, Chris McIlwain. Mike is a mechanic for Air Dakota of Hettinger, ND.



Andrew Neimyer was the lucky winner of the GPS provided compliments of Garmin.



Tom Reichert, Chairman of Dickinson Municipal Airport Authority, accepts Commercial Service Airport of the Year award.

AOPA NEWS

NEW FAA REFORM ACT THE RIGHT SOLUTION

Recently a bill was introduced by Representative Jim Lightfoot (R-Iowa) which proposes to significantly reform the Federal Aviation Administration.

The bill would reestablish FAA as an independent federal agency and grant FAA significant relief from cumbersome government procurement and personnel procedures.

"The Lightfoot Bill" incorporates many reforms. These reforms can fix many of the problems within the FAA, without the risk to safety and efficiency which are inherent in proposals to corporatize the air traffic control system.

The new Federal Aviation Administration Reform Act of 1995 should attract widespread industry and Congressional support.

The Act would remove FAA from the Department of Transportation, return it to its former independent agency status, and establish a fixed seven-year term for the FAA administrator.

An 11-member Management Advisory Board would be established to advise the administrator on management, policy, spending, and regulatory matters. The board would include the secretaries of Defense and Transportation and a balanced group representing all aviation interests.

FAA would be exempt from the major federal procurement laws for five years.

FAA's modernization program is the largest civilian acquisition program in government, FAA needs financing and procurement reforms allowing it to buy the best technology at a reasonable price.

The bill provides for a select panel of industry experts, who would suggest to Congress innovative ways of funding existing and future aviation infrastructure needs.

FAA would be granted a degree of freedom from Civil Service rules, giving the agency the ability to hire, assign, and discipline personnel as needed to properly manage the air traffic control system.

The reform bill also puts a time limit

on FAA rulemaking. Final action would be required within 18 months, insuring timely action on rules critical to aviation safety.

The industry praises Representative Lightfoot for his leadership and determination in crafting much-needed FAA reforms within government.

As an active pilot and flight instructor, and with his experience on the House Appropriations transportation subcommittee and House Transportation and Infrastructure aviation subcommittee, Representative Lightfoot knows the changes that need to take place.

FAA reform is critical to the future of our air transportation system. The industry urges Congress to give careful consideration to this bill.

AOPA MAKES APPEAL TO FAA ADMINISTRATOR TO RECONSIDER, WITHDRAW PILOT MEDICAL CERTIFICATION PROPOSALS

FREDERICK, MD - AOPA president Phil Boyer has written FAA Administrator David Hinson to personally reiterate AOPA's opposition to FAA's proposed sweeping revision of Part 67 airman medical standards.

"Since fewer than 0.5 % of all aviation accidents are related even remotely to predictable medical factors, we cannot accept that there is adequate justification for such sweeping regulatory activity," Boyer told Hinson.

"It is our contention that the existing medical standards are working," said Boyer. "The incidence of in-flight medical incapacitation is so low as to fall into the category of random chance."

AOPA called for the complete withdrawal of the proposal in its official comments to the FAA rules docket February 21.

"The FAR 67 review, coupled with the recent controversy over the Hoover and Bullwinke cases, has gal-

vanized the pilot community into a posture of opposition that is unprecedented," Boyer told Hinson.

Boyer cited current efforts in Congress to reduce the level of burdensome federal regulation. "We find it incomprehensible that FAA could issue a set of regulations that fly in the face of this public sentiment."

AOPA said it doubted the adequacy of FAA's compliance with President Clinton's Executive Order 12866 for the cost-benefit justification of new federal regulations.

Boyer said FAA is greatly exceeding its authority granted by the Federal Aviation Act of 1958 to determine that a pilot is "physically able" to perform the duties of a pilot.

"In this proposal, the Federal Air Surgeon has clearly departed from the realm of health screening and is delving deeply into the areas of predictive and preventive medicine."

AOPA said the sweeping revision of Part 67 medical standards should be withdrawn, and that medical issues "that will have a genuinely positive impact on ... air safety" should be dealt with in individual rulemaking activities.

"AOPA urges FAA to withdraw this sweeping proposal," Boyer concluded.

With more than 335,000 members, more than one-half of all licensed pilots are members of AOPA. Literally thousands of pilots submitted comments to the FAA docket on the sweeping medical certification changes.

TRAINING VIDEOS AVAILABLE

Attention Pilot Groups and Airport Managers, a new training video is available for AOPA on piloting techniques to help reduce noise. Available for pilot training and Flying Friendly. Call AOPA 1-800-USA-AOPA to arrange for a copy of the new 1995 Flying Friendly video at no charge.

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) 887-2110. Update your files!

(Chairman's Corner continued from page 1)

NDAC

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HOW'S YOUR CROSSWIND LANDING TECHNIQUE?

Les B. Ellingson, Fargo FAA-FSDO

How's your crosswind landing technique? A little rusty, maybe. If you're like most pilots, it probably is. Could it be that, like most of us, you avoid doing something that makes you feel uncomfortable? Maybe you avoid flying on days with crosswinds or maybe you fly mostly into large airports with multiple runways where most landings are made without much crosswind. Then all of a sudden you fly somewhere where the runway is somewhat narrow, maybe even relatively shorter than you are used to. All of sudden you realize how rusty your crosswind technique really is. Maybe your CFI wasn't all that comfortable with crosswinds and consequently never really gave you some workouts on bumpy, gusty, crosswind days.

Your lack of experience or proficiency can get you into trouble - fast. You may be nervous, tense or jerky on the controls. You may tend to approach too fast. You know, half the gust factor, five knots for the kids in the back, five knots for your wife or husband in the front seat with you. Before you know it you have floated down the runway. You may attempt a late go around or try to plant the airplane causing a porpoise or wheelbarrow. All this due to lack of proficiency or practice.

There are two commonly used methods for crosswind landings. The crab method where you make a coordinated turn into the wind and track the extended runway centerline. Prior to touchdown, lower the wing into the wind and use enough opposite rudder to track the runway centerline. This is also sometimes called the crab slip method. Now here is where trouble often starts. There is a tendency for many pilots to relax the aileron that was held into the wind after touchdown, thereby allowing the aircraft to drift off the centerline. Not a big deal on a wide runway, but on a narrow runway you could run off the edge losing directional control. The other commonly used technique is to

slip down final using enough sideslip to counteract the wind. In other words— lower the wing into the wind and use opposite rudder to keep the nose from following the low wing. The object is to touch down with the aircraft pointing as well as tracking down the runway centerline. Which method do you prefer?

Don't forget to check your Pilots Operating Handbook (POH) for recommended techniques, use of flaps, and crosswind component above which you are a test pilot.

A good crosswind landing, as with any landing, starts with a properly flown pattern. If on downwind you notice yourself drifting toward the runway, realize that on base you will have a tailwind and may overshoot the final. This may cause you to tighten the turn to final and could set you up for a skidding turn to final possibly resulting in a low altitude stall/spin.

You may find it advisable to fly a slightly wider downwind in this case.

As with any skill, to become proficient and remain so is practice, practice, practice!

The next time you fly, purposely end the flight with 2 or 3 crosswind take-offs and landing, or better yet, make a special effort to just get in a practice session.

PAMA NEWS

Jeff Faught

I want to thank everyone who attended our Upper Midwest Aviation Symposium for your support of a successful convention and for your support of aviation in North Dakota.

Congratulations are in order for Michael Przybilla of Hettinger, ND for being chosen as the 17th Annual North Dakota Aviation Maintenance Safety Award recipient for the past year. Michael is employed by Air Dakota Flite of Hettinger. The award is based upon a significant contribution to safety and professionalism in aviation maintenance.

If you have an aviation technician in mind, please fill out an application for that person. If you have any questions about the award, contact me or one of the other PAMA board members.

FROM THE GRAND FORKS AFSS

Joe H. Morgan, Jr.

We would like to take this opportunity to introduce to you our new Air Traffic Manager, Mr. Richard E. Coughlin and his wife, Celia Rea, who arrived in Grand Forks on April 16, 1995. Dick was born and raised in Boston. He joined the United States Air Force in 1954, where he worked as a long range radar controller. After serving 21 years and obtaining the rank of Master Sergeant, Dick retired from the military in 1975. He was hired by the Federal Aviation Administration in 1980 as an Air Traffic Controller at the Elkins, WV, Flight Service Station. Since then he has worked at several facilities and held a variety of positions, some of which include; Quality Assurance and Training Specialist, Area Supervisor and Assistant Manager for Programs and Training. Just prior to moving to Grand Forks, he was the Manager of the Flight Service Training branch at the FAA's Mike Monroney Aeronautical Center in Oklahoma City, Oklahoma.

In his leisure time he enjoys traveling with his wife, studying history, doing genealogical research and watching sports. Dick and his family have also been very active in the Boy Scouts of America where he has held a variety of District and Council positions. Dick's most recent position

with the Boy Scouts of America was the International Representative for the Last Frontier Council in Oklahoma City, Oklahoma. Dick would like to keep the lines of communication open and continue providing the best possible service to the pilots of North Dakota. If you are in the area, feel free to stop in and say Hi!

Camping with UND Aerospace

The University of North Dakota is sponsoring the 12th annual UND International Aerospace Camp for 14-16-year-old students July 9-19 and July 23-Aug. 2. The nine-day camping adventure will give students first-hand experiences in many aspects of the industry, including flights in five different aircraft: a helicopter, aerobatic airplane, single-engine trainer, hot air balloon, and commercial jet. For more information, contact Ken Polovitz at (800) 258-1525.



NDPA Membership/Renewal for 1995-1996

Yes, I'm renewing my NDPA membership for 1995-1996.

Here's my check or money order for \$12.00!

Yes, I'd like to join the NDPA! Here's my check or money order for \$12.00 for the 1995-1996 year!

Name: _____

Address: _____

City: _____ Zip: _____

Telephone: _____

Ratings: _____

Cut out and mail to:

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