

# Aviation Quarterly

Issue #32

NDAC

Spring, 1996

## CHAIRMAN'S CORNER

Fred Adams, Chairman, NDAC

I have been busy completing all the after Symposium projects that need to be done. To those who took time out of their busy schedules to help put together this year's Upper Midwest Aviation Symposium, I would like to take this opportunity to thank each and every one.

For a number of years, I just came to the March symposium and attended presentations that I thought would be of interest to me and never thought much about it. Well, being on the other side does give one a different perspective.

The Speakers invited this year provided us with some serious matters to consider. The bills before Congress in Washington will have a impact on aviation in our state.

The FAA regulations regarding training, time and duty, bogus parts, and other issues still are circling in my mind. Hopefully to be cleared to land soon!

On the brighter side, the new North Dakota Aviation Hall of Fame project is beginning and the committee will be selected by the end of March 96.

Application forms will be ready by the end of April this year.

Next year's Upper Midwest Aviation Symposium will be a special time with the initial group being inducted into the Hall of Fame, the 50th year of the North Dakota Aeronautics Commission, and much much more.

Please mark your calendar for **March 2-5, 1997** to be in Bismarck for next year's event. Please let your representatives know what you would like to see or listen to. Those of us planning the Symposium are not mind readers, so please let us know.

Thanks to everyone whose attended this year and for those who schedules would not permit or we didn't give enough notice, please consider next year. **March 2-5, 1997.**

Thanks!

*"...and a good time was had by all." At least one attendee at this year's Upper Midwest Aviation Symposium was overwhelmed by the Chili Cookoff, held Monday night.*



## DUNCAN-LIGHTFOOT FAA REFORM BILL PASSES HOUSE

The US House of Representatives unanimously passed the Federal Aviation Administration Revitalization Act of 1996, the "Duncan-Lightfoot Bill," March 12. The legislation would create an independent FAA.

The Duncan-Lightfoot legislation would make FAA independent from the Department of Transportation and give FAA relief from cumbersome government procurement and personnel procedures. A five-member independent Federal Aviation Board would 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 Clinton Administration is currently supporting the McCain Bill in the Senate, which would fund FAA through new user fees on everything from weather briefings to air traffic control.

## FAA Honors UND Dean Odegard with Distinguished Service Award

Federal Aviation Administration Deputy Administrator Linda Hall Daschle presented the FAA's Distinguished Service Award to UND Aerospace Dean John Odegard, founder of the aviation program at the University of North Dakota on March 4, 1996. The award recognizes Odegard's many achievements in aerospace education and accomplishments in aviation safety.

"John Odegard is a true pioneer in aerospace education," said Daschle. "Under his tireless leadership, the University of North Dakota aviation program has become one of the nation's most widely-respected and pre-eminent aerospace education programs."

In 1968, Odegard pioneered UND's aviation program with one other faculty member and a pair of aircraft financed by the University's Alumni Foundation. Today, under his leadership, the college has grown to become UND's second largest degree-granting college, with an enrollment of over 1400 students who come from

(Continued on Page 2)

## FROM THE EDITOR:

Andrew S. Niemyer  
Editor-in-Chief

Well at last it looks like winter is finally fading and we can start thinking seriously about all the flying we want to get in. Of course our Part 135 flyers have all been busy as well as UND Aerospace, when the weather allowed, but one can't help but look out the window and realize that our busiest part of the flying year is coming on fast.

With that "time of the year" coming on, it's time to start planning maintenance schedules, customer calls, annuals, oil changes, BFR's and thinking about all the great things we learned at this year's Aviation Symposium. The Quarterly certainly got a lot out of NATA's Jim Coyne and FAA's Linda Daschle this year. Hearing two points of view about the same issues helped us clarify what issues we in the North Dakota aviation community need to be addressing this year. Bogus parts, Part 135 rules, Ag and A&P/IA certification are just some of the issues we will face in the upcoming months.

So enjoy getting back out onto a warm and pleasant ramp, but keep in mind that we have a lot of "hot" issues in front of us this spring and into the summer.

(Odegard, continued from page 1)

every state in the U.S. and several foreign countries. The program and its 500 faculty and staff members are housed in a one-of-a-kind aerospace education complex. The Center's flight training facility is the largest of its kind in North America. Students fly more than 70,000 flight hours annually in a fleet of 85 aircraft and 14 flight simulators.

Odegard has previously been honored by the National Air Transportation Association with its Excellence in Pilot Training Award in 1994, and by the National Aeronautics Association with its prestigious Frank G. Brewer Trophy presented in 1988.

An accomplished pilot, Odegard has logged more than 10,000 flight hours and holds an airline transport pilot certificate, with type ratings for the Learjet, Beechjet 400, and Cessna Citation aircraft. He is a certified flight instructor for airplanes, instrument, multi-engine and gliders. He is also an FAA pilot examiner for private, commercial, instrument, multi-engine, flight instructor, ATP, glider, seaplane certificates and ratings and for the Cessna Citation.

## NOTE

Our new address:

North Dakota  
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Andrew Niemyer, Editor-in-Chief

P.O. Box 5020

Bismarck, North Dakota 58502-5020

## AIRSHOW FLY-IN DATES

The following is a list of the known dates for airshows/fly-ins which were submitted to our office.

Date	Airport
May 17-18, 1996	Grand Forks Int. Airport
June 1, 1996	Way-Point Avionics, Bismarck
June 15, 1996	Beulah Municipal Airport
June 22, 1996	Mandan Municipal Airport
June 29, 1996	Devils Lake Municipal Airport
July 20-21, 1996	Casselton Regional Airport
July 26-27, 1996	Pembina Municipal Airport
September 15, 1996	Turtle Lake Municipal Airport

Contact the Aeronautics Commission at (701) 328-9650 and let us know of your airshow/fly-in date so that we may assist in the coordination of dates.

## PAMA NEWS

Dave Mohn was the recipient of the 18th Annual North Dakota Aviation Maintenance Safety Award. The Award, sponsored by the North Dakota Professional Mechanics Association, was presented to Dave at the 1996 Upper Midwest Aviation Symposium March 5th in Bismarck.

According to Jeff Faight, President of the Association, the award is based upon a significant contribution to safety and professionalism in aviation maintenance.

Mr. Mohn is employed by Way-Point Avionics Incorporated of Bismarck.

## LETTERS TO THE EDITOR

I just finished reviewing the Winter, 1996 issue of Quarterly, and admit that I am very impressed by the appearance and content of the publication. As you might guess, I get the publications of most aviation agencies throughout the country and I'd say yours ranks in the top five, easily.

I am writing to inform you that I have added you to the complimentary distribution list for all official NATA newsreleases, media advisories, and newsletters to keep you informed of the activities the Association is taking on behalf of aviation businesses in North Dakota.

In return, I ask that you add my name to any of the materials that you send out for possible inclusion in our publications.

Once again, congratulations on your superior newsletter and best wishes for continued success!

Steve C. Lofgren  
Communications & Public Relations Specialist  
National Air Transportation Association  
Washington, D.C.

## ORGANIZE AIRPORT PROJECTS

Prepared by: Mark J. Holzer  
ND Aeronautics Commission

The time to get bids and organize finances for airport construction is now. Expect to see contractors in the fields preparing bids for crack repair and seal coats. Check your local city auditor if a paving contractor will be in town. That way you can get a taxiway paved or apron patch work done when the crew is in town. Consulting engineers are required on paving or seal coat projects.

State grants are available for up to 50% cost sharing if the rehabilitation cost exceeds \$2,000. Grant applications are due June 1st. Copies of the state grant program are included in the Airport Manager's Manual mailed to airport boards in late February. Commercial airports should also review their recently completed pavement report and prepare applicators for rehabilitation at the June Aeronautics Commission grant meeting.

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Phone (701) 328-9650  
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## FROM THE DIRECTOR'S CHAIR

Gary R. Ness  
 Director ND Aeronautics Commission

The Upper Midwest Aviation Symposium was a glowing success. The industry's efforts to come together with issues and interests and to share the same is just wonderful. The exhibit hall, with the varied vendors, becomes better each year. (May I make an editorial comment on the chili cookoff? "KLJ, my lips are still burning.")

As I had the opportunity to visit with friends from across the state, it became apparent that this gathering could even be better with the increased interest from those who attended to bring one more person who did not attend to next year's get together. Wouldn't that be fun! The best reason for this effort is the networking it creates to help the industry. The general aviation part of the flying part of life is under great stress. Even with the passage of liability reform and Cessna and Piper increasing production, the general aviation side is under increasing pressure of costs.

The McCain, Ford and Hollings Senate Bill 1237 and the Duncan, Lightfoot House Bill 2276, take aviation many different ways; some good, some very bad. Yes, it was said by Baron Von Bismarck (interesting) "Two things you do not want to witness, the making of sausage and legislation". Please keep a sharp eye open on all fronts.

Each aviation association board has a responsibility to itself and its membership to keep abreast of changes that are taking place within their part of the industry and how it will affect the whole industry. We, at the Commission, want you to communicate your needs to us. If you require information, schools, seminars or assistance, please let us know. We will, to the best of our abilities and resources, accommodate

your needs.

As this summer approaches (it will come) and air shows, fly-ins and other related aviation gatherings are scheduled, please let us know and we'll help with publishing and just getting the word out. The Commission has been very busy the last twelve months. We are now in the finishing stages on the updated State Aviation System Plan. The Executive Report and an updated Aviation Economic Impact Report has been published. A 1996-1997 aeronautical chart commemorating the Commission's 50th anniversary is available along with a 1995-1996 airport directory and a brochure about the Aeronautics Commission. An Airport Manager's Handbook has been set out to all 95 public use airports. A Pavement Management program with new capital improvement programs for the 41 federal aid airports is completed.

The Commission sponsored a study of aviation activity at North Dakota airports. This study gives us a very detailed data base of needs from all of the state's airports. A follow-up to this study is a Fixed Base Operator Study. (See more on this subject in Mark Holzer's column). A joint effort by the North Dakota DOT and Aeronautics Commission is a "Mediport Implementation Plan". This will help establish helicopter air ambulance mediports and intercept

points where needed. These will be coordinated by the local medical providers and citizen groups.

A Task Force on Aerial Application Regulations was appointed to study the effects of the regulations on the industry, its effectiveness and review of other state efforts. This task force is charged to investigate and recommend back to the Commission any regulatory changes needed to help the industry's way of doing business.

All of these efforts are pointed at one thing; to improve aviation and its place in North Dakota. The Commission, your Commission, will be 50 years old in 1997. We are planning a Golden Anniversary birthday party. Commissioner Jay B. Lindquist is the birthday Chairman so if you have any good ideas for the 50th in 1997, please give J.B. a call or the Aeronautics Commission office.

In closing, the Commission gives thanks to the North Dakota Aviation Council for their efforts towards the symposium. Your dedication towards this yearly goal is greatly appreciated. Also, we want to recognize all the speakers, vendors, and sponsors of the event. Special thanks to Linda Daschle and Jim Coyne for their keynote participation in the program

*Have a great spring!*

## BUSINESS AND AIRPORT STUDY

Reported by: Mark J. Holzer  
 N.D. Aeronautics Commission

The FAA has awarded the State Aeronautics Commission a planning project to address the aviation business trends upon North Dakota airport development. The success of an airport tends to rely on the fixed base operators activity. In North Dakota, owners must develop airports to meet their tenants growth and environmental concerns. The objections of the study are:

- Impact of state economic development on rural airports and FBOs
- Impact of regulations on FBOs
- Causes of decline in aviation related businesses at airports and FBOs

- Economic impact of FBOs on communities
- Economic impact on FBOs and airports from air freight, agri-service, and air ambulance services

Aviation businesses average annual capital investments on airports have declined over the last ten years as the chart depicts below.

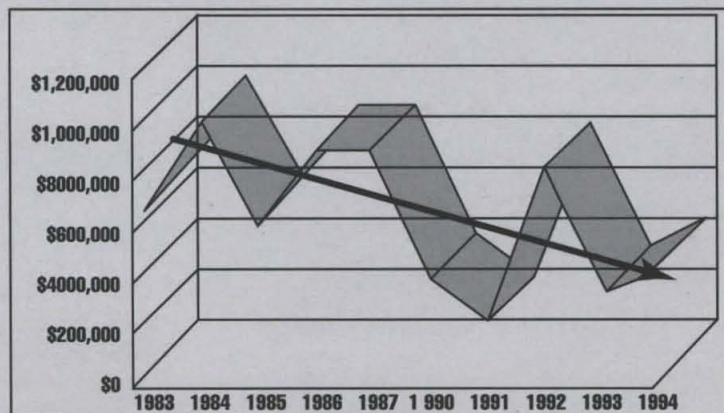
### Study benefits:

- Define a program to address issues critical to rural airports and FBOs
- Establish a database for analyzing adverse impacts to the state's aviation business operations
- Develop a model for efficient

FBO business operations

- Identify regulations that restrict or limit activities at airports and FBOs

A review panel shall assist the NDSU Upper Great Plains Transportation Institute - Fargo. as lead consultant to the commission.



# North Dakota Pilots Association Convention Highlights

The North Dakota Pilots Association provided a theme park at this year's Upper Midwest Aviation Symposium. Several groups of sessions focused on the same theme until the entire Pilots Association program seemed theme driven.

## The GPS Theme.

Several excellent programs focused on the use and characteristics of GPS.

Chuck Berry, professional guru from the AOPA Air Safety Foundation, gave an excellent overview of the GPS environment. He talked about the prevailing winds within the FAA with respect to the certification and future use of GPS. He discussed the practical use of GPS during the enroute phase of flight and during an instrument approach. He also provided some specific tips that applied to the use of a GPS made by a particular manufacturer.

The convention was blessed to have representatives from two different GPS manufacturers make separate presentations about their particular GPS product line. Bendix/King showed the features and nuances of the products from their GPS line, and Tom Simon was granted equal time to do the same for the Garmin Company products. All of the tricks, short cuts and amazing versatility of the units from each of these manufacturers were vividly presented.

## The FAA Theme.

This was a major theme of the entire convention. The FAA was represented with fifteen sessions and two keynote speakers that addressed different aspects of the relationship between the FAA and general aviation. The Pilots Association schedule claimed four of these sessions.

Chuck Berry was actually heart-warming during his AOPA Air Safety Foundation presentation about "airspace". Murky alphabet soup became "Alpha-Bets" as Chuck neatly worked his magic and made it all clear.

Our very own Fred Clark represented the local FSDO during a review of recent accidents in the area.

The FSS Super Station presented the new METARS/TAFS. **The What??** You had to be there and believe me you will! All of the beauty and simplicity of your hard copy Pan Am Weatheration preflight briefing was working so well that some bureaucrat had to mess with it.

On July 1st, when you punch up your weather briefing for your local VFR flight you will see what I mean. If you haven't studied METARS/TAFS by then either you will or you will go back to briefing strictly by phone.

ATC was represented by Scott Voigt from the Dallas Air Traffic Control Center. Scott brought us to the cutting edge about new stuff that has

been proposed for ATC Centers and stuff that is being installed in these centers. He gave us a look at what really happens inside these places. He was completely candid about what works, what doesn't, what sometimes does and how the controllers make do when it is out.

One sad note at the convention concerned Les Ellingson. Les was scheduled to provide several classes at the convention but he was called away because his mother-in-law died. We missed you Les. Our deepest sympathy to you and your family.

## The UND Theme.

Several presentations came from the Flight School at UND. Dr. Warren Jensen, Dr. Joe Zahradka and Rick Marcil each gave presentations from the curriculum at UND: Physiological factors, legal considerations and density altitude.

It was a great convention. Bill Sweetman brought his STAR WARS toys. Spooky stories about military secrets. Stealth technology. Ultra high speed aircraft. Super high altitude military planes.

John Alin had amazing home movies. Home movies! Really! Actual footage taken in England during WW II. Footage about B-17's and B-24's and bombing raids flown over Germany. Airplanes shot up by the Germans. Airplanes that landed just short of the runway. Airplanes that came back; with pieces missing. Stuff that was not supposed to have been filmed. Stuff that has never before been made public.

There was more. The Deputy Administrator of the FAA, Linda Daschel, was there. The president of the National Aviation Trades Association, Jim Coyne, was spell-binding. Leo Reinbold, the official jester of the State of North Dakota, had us all in stitches during the banquet.

## Your Pilots Association - A New Year

Things are already happening for this year. During the annual meeting, you directed your executive board to write to our congressmen about the new bills that address user fees and FAA corporatization. The text of these letters was developed with the help of Gary Ness, the Director of the Aeronautics Commission, as directed by the NDPA members. You can read a copy of the text in this issue of the Quarterly. If you have any comments or other ideas, please let me know.

## The new officers of your Association are:

Dan Vigessaa/President  
Harvey Hirning/Vice President  
Stuart Harning /Secretary  
Bill Keyser /Treasurer  
Morrie Thingstad was elected Membership Chairman.

The North Dakota Pilots Association has grown dramatically during the last four years. When Morrie Thingstad was president in 1993, he led a membership drive that led to an increase of more than 25%. Ron Saeger continued this

drive and encouraged a similar membership increase. When Andy Niemyer was President last year, the Association grew by almost 40%. This organization is the rising star among the organizations that compose the North Dakota Aviation Council. The interest and participation of our members makes all this possible.

Your executive board is busy planning special activities for this year. We will be announcing at least two fly in scramble golf tournaments. We are planning to hold one in the Fargo area and one in Williston. We will have at least one Barbecued Beef Brisket Feed and one hanger dance. There is talk about a fly-in walleye fishing derby at Devils Lake this summer and some have wanted to hold another Poker Run. If anyone is interested in any of these activities or if anyone has other ideas for activities please contact someone on the board so we can pursue it.

We are hoping to schedule AOPA Air Safety Foundation safety seminars in various locations throughout the state this year. We may help sponsor seminars led by the Grand Forks Flight Service Station staff or the FSDO office in Fargo. Your next newsletter will have a complete schedule.

## FAA RADAR PLAN THREAT TO SAFETY SAYS WORLD'S LARGEST PILOT ORGANIZATION

The 335,000 member Aircraft Owners and Pilots Association says an FAA plan to deactivate many of the nation's primary air traffic control radars is a serious threat to the safety and efficiency of air transportation.

"This FAA plan removes the safety net," said AOPA president Phil Boyer. "Primary radar is the only backup system now operating which can keep air traffic moving safely and efficiently when the main system fails." While the deactivation plan is still in draft form, FAA has already removed funding for primary long-range radar maintenance.

"By cutting off the money, FAA has effectively made its decision without consulting system users or going through the rule-making process," said Boyer. "And users on both sides of the radar scope, controllers and pilots, are fervently opposed to the immediate deactivation of the primary radar system."

In a February 2 letter to FAA Administrator David Hinson, Boyer wrote that the study supporting the FAA plan made invalid assumptions and was "fatally flawed." Boyer also suggested Hinson may not have received all information critical of the plan, including some internal FAA documents.

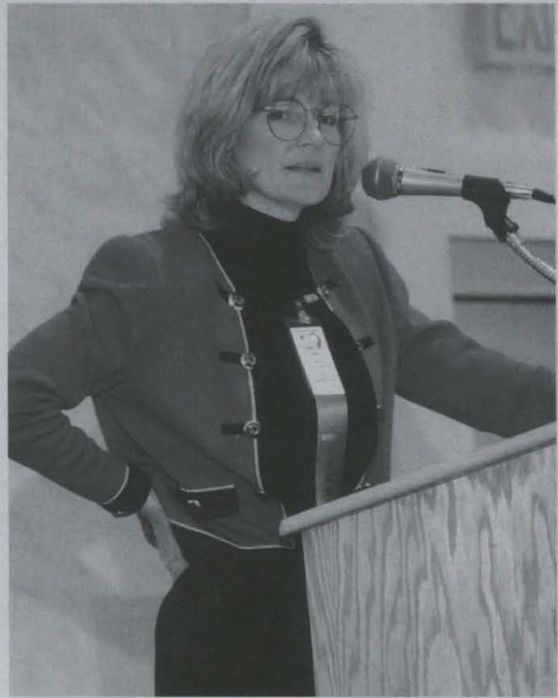
Air traffic control sites currently house two types of radars, primary and secondary. Primary radar reflects a radio beam off an airborne ob

(Continued on Page 10)

# UWAS '96 PHOTO HIGHLIGHTS



*NATA President , James Coyne, emphasized his organization's views on several pressing issues, including new duty time requirements for Part 135 on-demand operators.*

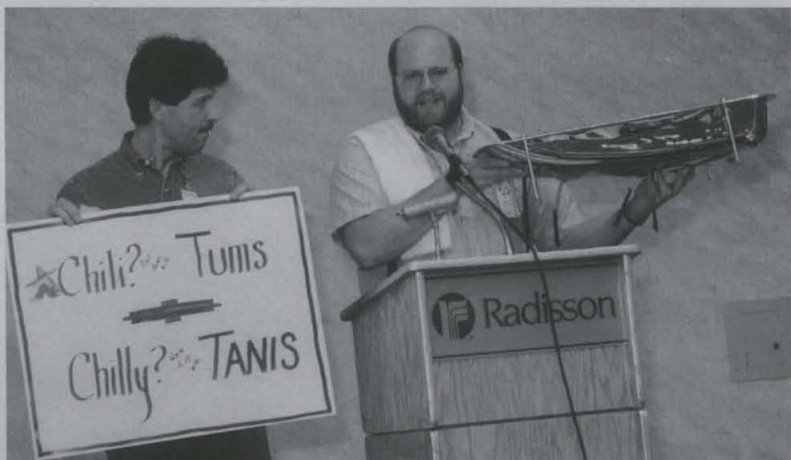


*FAA Deputy Administrator, Linda Hall-Daschel, presented the position of the current FAA and Department of Transportation leadership on how best to structure and fund the FAA in the future.*



*Chili Cookoff winners, (L to R), Alice Halderson, Elton Rubel and Kristy Samuelson*

*TAINIS Heaters representative, Peter Tanis, show off his specialized chili warmer!*



# UWAS '96 BANQUET HIGHLIGHTS



Gordy Person, (left) with Rod Brekken (center) present PAMA's annual recognition award to Dave Mohn, (right) Way-Point Avionics, Bismarck.

Dennis Anderson, Grand Forks, (left), and Clint Roedninger, Grand Forks, (right) are recognized by Aeronautics Commission Director, Gary Ness, for their participation in the EAA "Young Eagles" program.



Todd Hanson, President AAND, awards Jay Mackey, (center) manager of Stanley Airport and Don Will, (right) Stanley Airport Authority, the Small Airport of the Year Award.

# UWAS '96 BANQUET HIGHLIGHTS

*NDAC Vice Chairman, Dan Vigessa, presents recognition award to Bismarck Airport manager, Greg Haug for his work as NDAQ Editor, 1988-1995.*

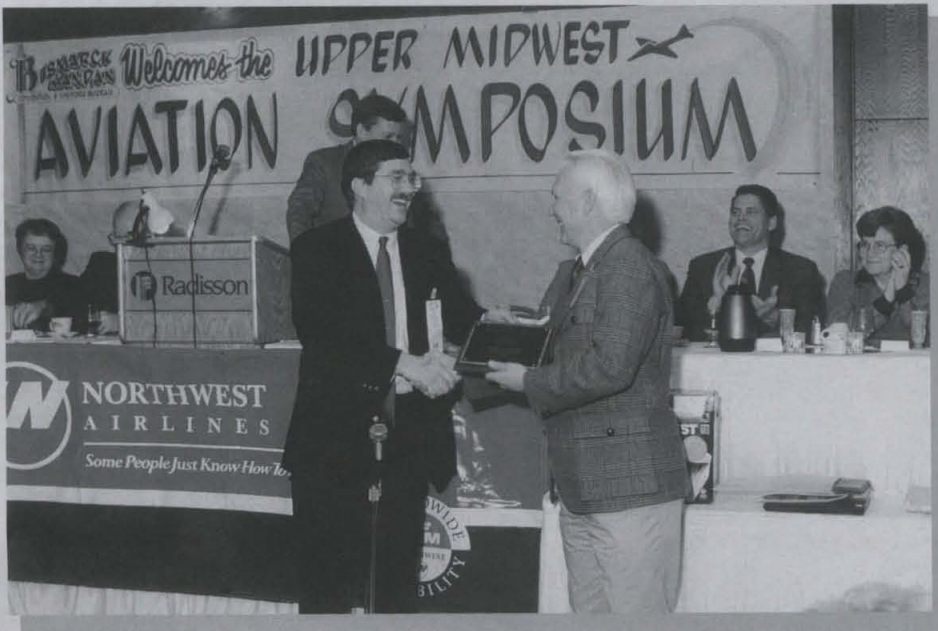


*Wes Edwards, (left) Fargo FSDO, awards Bob Watts, (right) the Charles Taylor "Master Mechanic" Award in recognition of his 50 consecutive years as a certified aircraft mechanic, and for his continued contributions to aviation safety.*

*Aeronautics Commissioner, Jack Daniels, (left) presents Todd Hansen, Jamestown, (right) the Air Service Airport of the Year Award.*



# UWAS '96 BANQUET HIGHLIGHTS



*Ron Saeger, (left), is presented an appreciation plaque by NDPA President 1995-1996, Andy Niemyer for his work as NDPA President 1994-1995.*

**DON'T  
FORGET  
UWAS '97  
March 2-5, 1997**



*Warren Walkinshaw, (left) is recognized by Marlin Ingebrittsen, NDAAA for his selection to the Agriculture Applicators Hall of Fame.*



## Fargo Jet Center Opens at Hector International Airport

Fargo Jet Center, a new general aviation company, is now open for business at the Hector International Airport in Fargo, N.D. The fixed-base operation offers 24 hour services, including aircraft charter, maintenance, sales and leasing, flight instruction and full-service aircraft fuel sales.

"The company's services are targeted toward the business traveler or recreational flyer who is using private aircraft," said James Sweeney, vice president of the Fargo Jet Center.

Located in the new general aviation area at the north end of the airport, the 22,000 square foot building also houses Fargo Jet Center's sister company, Weather Modification Inc. (WMI). A privately-owned business involved in atmospheric research and cloud modification, WMI has provided aircraft and radar services in North Dakota and around the world since 1961.

About three years ago, the company, which had been operating in two separate locations in Bismarck, N.D., and Bowman, N.D., decided to bring its services together under one roof.

"Through the selection process we determined Fargo was an ideal location for both Weather Modification and the Fargo Jet Center," James said. "The economy and business climate here is very good," he added.

Because the Fargo Jet Center owns 12 twin-engine aircraft and two single-engine airplanes, it needed to be located at an airport.

"We looked at different cities around the midwest, including Denver and Minneapolis, but Fargo really had more to offer than anywhere else," said Patrick Sweeney, owner and president of the Fargo Jet Center and WMI.

Since Patrick and James are Fargo natives, they also had an advantage of knowing some of the people in town. "The really big seller for us, however, was John Kramer with the Fargo Cass County Economic Development Corporation," Patrick said. "He's the one who said 'you need to be here and we're going to help you get here.'"

After determining they wanted to relocate to Fargo, the company and Kramer approached the municipal airport authority of the city of Fargo, and through working with them, realized the airport's plans for development of an aviation park.

"The airport authority needed a business to express interest in being a tenant here to apply for federal money to expand the airport. Between the airport authority and the Cass County Economic Development Corporation, they gave us some economic incentive to come here," James said.

Over the past three years, the brothers worked with the airport authority in initiating the development of the area which is now the north general aviation area. "This was a wheat field a

year and a half ago. The airport authority installed water, sewer, electricity and all the roads and concrete on the ramp for aircraft to park," James said.

"We built our building and in conjunction with the airport authority, the 22,000 square foot hanger used for maintenance and aircraft storage," he added.

Fargo Jet Center also has built a state-of-the-art fuel farm storage facility consisting of three 15,000 gallon fuel tanks. "For many years there has been one fuel vendor at the airport. When we picked up the Texaco aviation fuel franchise, fuel prices became much more competitive," Patrick said.

In addition to the array of amenities offered at the Fargo Jet Center, Patrick and James said the company's well-trained staff has been the key to its success.

"What makes us special is that a lot of the staff, which is co-shared with Weather Modification, is very experienced. We have highly-qualified pilots, electronics technicians and fueling and administrative staff," Patrick said. Between the two companies, the center staffs about 23 employees.

In addition to receiving a new contract with the United Parcel Service (UPS), the company was recently awarded contracts with Canada and United States to refuel federal government aircraft that land in Fargo.

"We're gradually getting the business we've been working on for a year and we hope to announce a couple of other contracts in the near future," Patrick said.

Future plans for the Jet Center include the construction of a 15,000 square foot hanger. "We hope to go into phase two and build our second hanger for storage and additional maintenance work space in the spring of '96," Patrick said.

## AOPA OBTAINS RELIEF FROM OIL LINE AD FOR PIPER CHEROKEE OWNERS

The Aircraft Owners and Pilots Association has helped spare many Piper Cherokee owners from an Airworthiness Directive requiring repetitive inspection of the oil cooler hose.

"AD 95-26-13 applies to virtually every Cherokee from the PA28-140 to the PA32R-301T Turbo Lance, said Ray Gebhart, AOPA Aviation Technical Specialist. "While the problem is real in some models, it doesn't exist in all configurations."

The AD requires inspection of the oil cooler hose every 100 hours. It also requires the hose to be replaced after 1,000 hours or eight years of service.

"In a few cases, heat has deteriorated hoses installed too closely to the exhaust stack," said Gebhart. "That kind of dam-

## Bauer to Manage NationAir Minneapolis: NationAir Completes Acquisition of Local Insurance Agency

NationAir Insurance Agencies, Ltd. has reached an agreement with Weber & Bauer Inc., an aviation insurance agency based in Minneapolis, and will purchase the agency's assets effective March 1, 1996. As part of this agreement, Weber & Bauer partner Jeffrey M. Bauer will join NationAir as branch manager of the agency's Minneapolis office. Partner John L. Weber will also join the agency as account executive.

These changes occur in part due to the current NationAir Minneapolis branch manager's decision to pursue a career flying charter jet aircraft. James Erickson will join a well-known Minnesota charter business this spring.

Bauer has several years of experience in the aviation insurance industry, and spent more than a decade practicing insurance and aviation law. In 1978, he earned a bachelor's degree in insurance from the University of Missouri and went to work as a sales representative for Aviation Underwriting Specialists in St. Louis. In 1982, he graduated magna cum laude from the Hamline School of Law in St. Paul, Minn., and for the next 12 years was with the Minneapolis law firm of Foster, Waldeck and Lind, Ltd., where he specialized in all areas of insurance defense trial litigation.

Bauer has represented commercial operators, aerial applicators and private pilots throughout the region in all types of aviation litigation. A certified mediator, he maintains an active alternative dispute resolution practice. A licensed pilot since 1978, he is a member of the Aviation Insurance Association and Lawyer-Pilots Bar Association, as well as the American and Minnesota Bar Associations.

NationAir's eight offices are located at general aviation airports in Atlanta; Dallas; Denver; Lincoln, Neb.; Melbourne, Fla.; Minneapolis; Scottsdale, Ariz. and St. Louis. The company insures corporate, agricultural and private aircraft, helicopters, airports, Fixed-Base Operators, airlines, charter fleets and Emergency Medical Services. NationAir belongs to many regional, national and international aviation-related organizations.

For more information, contact: Hal Williams, President, NationAir Insurance Agencies, Ltd., c/o NationAir Nebraska, General Aviation Building, Municipal Airport, Lincoln, NE 68524. Phone: (402) 475-5950, FAX (402) 475-8014.

(Radar, continued from page 4)

ject, permitting controllers to "see" all aircraft. Primary radar also displays significant weather such as thunderstorms.

Secondary radar sends an electronic signal to a radio transponder onboard the aircraft. The transponder sends back an electronic code which permits a computer to calculate the aircraft's position, speed, and altitude and display it to the controller. The computer-driven secondary radar displays show the controller more information, but recently they have failed in different air route traffic control centers. Secondary radar cannot see aircraft without an operating transponder.

When the secondary system fails, controllers "fall back" to primary radar to separate aircraft. Without primary radar, controllers would have to revert to non-radar "manual plotting" procedures developed in the early days of air traffic control. Those procedures can handle only 30 percent of today's air traffic demand, resulting in tremendous delays.

"Loss of primary radar would have a safety impact as well," said Boyer. "Search and rescue teams save many lives using primary radar data to find downed aircraft. Controllers routinely use primary radar weather returns to keep aircraft away from severe weather. While FAA plans to replace primary weather radar with Doppler radar (Nexrad), that system isn't even scheduled to be completed until the year 2000.

Finally, without primary radar as a backup, an aircraft with an electrical or transponder failure immediately becomes invisible to the controller. And there are an estimated 35,000 aircraft flying today without electrical systems," said Boyer. "A controller can't separate aircraft he can't see."

AOPA urged FAA to continue funding primary long range radar for the future, and asked FAA to pursue new technology that could replace the secondary radar system.

## **NDPA LETTER TO: THE HONORABLE BYRON DORGAN**

Dear Senator Dorgan:

The North Dakota Pilots Association is concerned about some of the FAA funding and management issues that are now before congress. Several options that are being considered will probably be detrimental to the type of flying that is important to the pilots that make up this association.

We believe that if user fees are established as a funding source this style of funding will be expanded until it encompasses all of the activities that affect any interaction between the FAA and our members. We do not support proposals to charge service fees. Even though current proposals specifically exempt services to small general aviation aircraft, we believe that this kind of fee structure is a prime candidate for creep-

ing bureaucracy and empire building and that it will grow to include all aircraft and all official contact with the FAA.

If the FAA charges user fees in North Dakota. North Dakota pilots will go to great lengths to avoid any contact with any of the services that are provided for by such a fee. This will inevitably mean that aircraft will be flown without any pre-flight weather check and pilots will conduct cross country flights without using Federally Funded Navigational Facilities or the Federal Air Traffic Control System. This will lead to an increase in the aircraft accident rate, public clamor to control that accident rate and inevitably to a curtailment of private and small airplane privileges nation wide.

We trust that you will do everything in your power to ensure that these user fees are not included in any new FAA funding bill. Your knowledge of North Dakota and North Dakota people is legendary. All of the good things that have just been done to foster and promote general aviation can be undone by approving the faulty logic that has been applied to an ill conceived Federal Aviation Administration Funding bill.

North Dakota pilots are also concerned about the proposal to create a new "Postal Service style" corporation to operate the Air Traffic Control System and to perform other current FAA functions. We agree that the FAA operates with bloated budgets, a large number of employees and relatively high technological complexity when compared to the rest of the Department of Transportation and especially when compared to the size of the industry that it regulates. We also agree that separation of the FAA from the Department of Transportation will help it keep pace with the technological advancements that are taking place in the industry that it regulates.

We believe that the FAA should be restored to the separate Agency status that it enjoyed before it was absorbed into the rest of the Department of Transportation. We suspect that any attempt to separate the FAA from the DOT will be met with strong opposition from the leadership of the DOT because of natural tendencies to protect one's turf and expand one's empire.

We believe that benefits that would result from the creation of a separate Federal Aviation Agency will far outweigh the dangers that could come from the threats, the posturing and the fallout from the process.

We believe that a separate Agency would be able to modernize at the pace that is required in a high tech industry like aviation without the inertia and resistance of jealous step-sister administrations within the DOT. We believe that a separate agency will be better able to keep pace with the training and rightsizing personnel demands that rapid transitions to satellite navigation, glass cockpits, onboard computers, data uplinks and other technological breakthroughs bring to air traffic control and the aviation industry.

We believe that a separate Agency will be bet-

ter able to stay in touch with the regulatory and certification needs of the segments of the industry that have been teetering on the brink of extinction for the last fifteen years. We believe that an agency that is not burdened by too many layers of bureaucracy will be better able to provide regulatory reform that maximizes safety and protection for the public without eliminating entire segments of the industry as the new FAA Part 119 seems likely to do, and without unreasonable burdens to entire segments of the aviation population as some of the new provisions of Part 61 and Part 71 seem likely to do.

The North Dakota Pilots Association appreciates all that you have done for aviation in North Dakota. It is partly because of the tireless efforts of public servants like yourself that North Dakota has become a leader in aviation training in the world. Partly because of your support, North Dakota has become an island of common sense in the areas of product liability reform. We appeal to you again to provide the strength and the leadership that is required to protect and to foster small airport, small airplane aviation that serves you so well during your campaigns and that is so important to a sparsely populated rural state like North Dakota

Sincerely,

Dan Vigesaa, President

North Dakota Pilots Association

(Cherokee Oil Line continued from page 9)

-age could eventually lead to loss of engine oil. The problem has occurred on Cherokee models with the oil cooler mounted at the front of the engine compartment. But the oil cooler is at the rear of the engine on many other Cherokees!"

AOPA convinced FAA's Atlanta Aircraft Certification Office that repetitive inspections would not be necessary for most aircraft with rear-mounted oil coolers. FAA has now issued a Special Airworthiness Information Bulletin containing alternative methods of compliance that will permit owners of those models to comply with the AD with a one time inspection and, if necessary, replacement of the oil cooler hose.

Aircraft with front-mounted oil coolers must be inspected within 100 hours and the oil line replaced every 1,000 hours or eight years.

However, AOPA also suggested, and FAA concurred, that the oil hose could be replaced with an improved, heat-resistant version. Installing a TSO-C53a, Type D hose will eliminate repetitive oil line inspection and replacement on all Cherokee models. "Cherokee owners should make sure their mechanics are aware of the alternative methods of compliance," said Gebhart, "because FAA only sent the Special Airworthiness Information Bulletin to registered owners."

Both the Airworthiness Directive and the Special Airworthiness Information Bulletin are available to AOPA members through AvFax and AOPA ONLINE.

# **AOPA & GAMA ANNOUNCE GA TEAM 2000,**

*AN INDUSTRY-WIDE PROGRAM FOR  
GENERAL AVIATION REVITALIZATION*

The General Aviation Manufacturers Association (GAMA) and the Aircraft Owners and Pilots Association (AOPA) announced March 26, the foundation of a national, industry-wide program for revitalization of the pilot population.

In a joint announcement at the 1996 FAA General Aviation Forecast Conference, AOPA and GAMA invited all general aviation businesses, associations and organizations to join in a new industry alliance for attracting new pilots.

"The industry must come together in a new and innovative effort, capitalizing on this unique moment following liability reform and the increasing production of light aircraft," said GAMA president Edward W. Stimpson.

"General aviation's future depends on returning to at least 1000,000 student starts a year," commented AOPA president Phil Boyer. "Renewing the pipeline of new pilots is the keystone on which all other industry revitalization needs will hinge."

Differing from previous efforts, GA TEAM 2000 will design programs targeted according to research completed by GAMA's Piston-Engine Aircraft Revitalization Committee (PEARC) in 1995 and strategic planning by AOPA earlier that same year. Preparatory activities in 1996 will be conducted by founding members, recruited this spring from among industry manufacturers, associations, aviation businesses, publishers, flight schools and FBOs. GAMA president Edward W. Stimpson will serve as chairman of GA TEAM 2000.

Programs will be launched early in 1997 to relight the public's interest in flying. GA TEAM 2000 will encourage the coordination of existing and new manufacturer and association programs in an unprecedented industry-wide promotional synergy. GA TEAM 2000 efforts will be targeted through delivery systems outside the aviation community focused on highly targeted group of over one million individuals identified by research as the industry's best prospects.

The organization, to be incorporated this spring, will first complete and inventory of past promotional programs and research, and will select an outside agency to design new marketing and advertising programs by this fall.

Marketing and awareness programs will differ from past efforts in a number of ways.

"By design, GA TEAM 2000 will develop communications targeted to a precise audience of about one American in 250," said GAMA's Stimpson. "Our success will be in the use of our research for the careful selection of media and communications techniques to reach a narrow, targeted audience efficiently."

GA TEAM 2000 will encourage unique

and independent efforts by others while encouraging synergy among the marketing and promotional programs of all industry stakeholders. Overall program themes will be presented to a GA TEAM 2000 Founding Board this fall for approval and implementation. Initial funding will be raised by the Founding Board and by appeals to all concerned about the future of general aviation in America. Staff and facilities during 1996 will be donated by AOPA and GAMA.

## **New Synergies Among All Players, All Programs**

GA TEAM 2000 will seek new synergies among numerous promotional programs of the various associations, manufacturers and interest groups. The goal of GA TEAM 2000 is to encourage the linking of individual outreach efforts with overall industry themes, this achieving critical mass of a successful, effective message to the public.

"For instance, previous industry campaigns attracted a large number of respondents who by age, income or other factor were not immediate flight training prospects", noted AOPA president Phil Boyer. "In the case of young people, for instance, what was an unqualified lead in previous industry programs would now be redirected to other campaigns like the very worthwhile and successful EAA Young Eagles program."

## **All Segments of General Aviation Invited to Join In**

Although GAMA and AOPA partnered to develop and announce the GA TEAM 2000 concept, GA TEAM 2000 will involve the entire aviation community.

"GA TEAM 2000 cannot be a partnership of just two associations or the province of a limited group of industry insiders. Everyone in general aviation must put parochial interests aside, move beyond petty competitive interests and, this time, get the job done," said AOPA president Boyer. "With a new era of revitalization at hand, a new spirit of cooperation and synergy, and the right targeting concept, it's time for the entire general aviation would to be in on the ground floor of GA TEAM 2000," said Stimpson.

# **AOPA OBTAINS COMMENT EXTENSION ON LYCOMING AD; FOIA REQUEST YIELDS LITTLE SUPPORTING EVIDENCE**

FAA has granted AOPA's request for a 60 day extension of the comment period on the Notice of Proposed Rulemaking 94-ANE-44, which covers inspection—and possible replacement—of crankshafts in some 46,000 Textron Lycoming engines. The extension will begin after official notification in the Federal Register in early April.

The proposed AD would require initial and repetitive inspection of crankshafts in

O-235, 0-290, 0-320 and 0-360 series Lycomings with fixed-pitch propellers. It would require replacement within five years of all crankshafts with inner diameter corrosion pits.

AOPA filed a Freedom of Information request for all supporting documentation January 11 saying that the NPRM offered little technical supporting data.

"FAA cites one accident and 10 service difficulty reports in the NPRM, yet internal FAA documentation provided to date shows only five service reports," said Doug Macnair, AOPA Director of Aviation Standards. "The material FAA has supplied so far doesn't provide any detail on the reports, nor does it begin to support this sweeping AD."

Macnair said the one accident cited involved a 1993 in-flight crankshaft failure on a Lycoming 0-320-D3G in England. The engine had a history of prop strikes and had been in service more than 4,000 hours, nearly 2,000 hours since its last overhaul.

AOPA also took issue with FAA's cost estimates for complying with the AD. FAA said only 10% of the engines would require new crankshafts and that total cost to U.S. aircraft owners would be \$42 million.

AOPA said FAA had underestimated labor costs and hadn't included other costs associated with replacing a crankshaft. FAA also considered the cost of just one inspection, not the repetitive inspections required by the AD.

While Macnair said a conservative estimate put the true cost of complying with the AD at over \$1 billion one major engine overhauler estimated the cost at over \$2 billion!

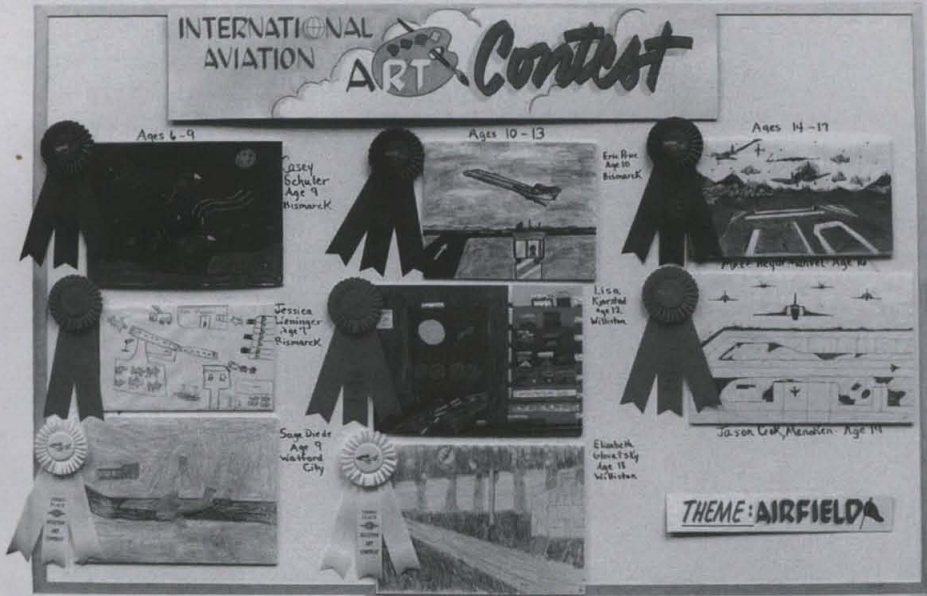
Comments (which must be forwarded in triplicate) should be addressed to the FAA New England Region, Assistant Chief Counsel, Attention: Rules Docket No. 94-ANE-44, 12 New England Executive Park, Burlington, Massachusetts 01803.

AOPA members can submit their official comments to the FAA Docket through AOPA ONLINE. Comments should be addressed to "AOPA Regulatory Comments," CompuServe address 102475,1613. Internet users may use the address 102475.1613@compuserve.com. AOPA will forward the comments to the FAA Docket.

A copy of the proposed AD is available on AOPA ONLINE on CompuServe. Consult "Library 16 - Active Rulemaking" in the AOPA ONLINE Forum library for "NPRM: Textron Lycoming" (94ANE44.txt).

The AD is also available through AvFax, AOPA's fax-on-demand service. Call 1-800 GO-AVFAX (1-800-462-8329) and select document 5526.

# 1996 INTERNATIONAL AVIATION ART CONTEST WINNERS



The North Dakota Aeronautics Commission participated in the 1996 International Aviation Art Contest held in cooperation with the Federation Aeronautique Internationale. This year's theme of the contest was "Airfield". The first place winners were forwarded on to national competition. This year's winners were:

## Category I - Ages 6-9

- 1st Place** Casey Lee Schuler  
Bismarck, ND  
(left column, top photo)
- 2nd Place** Jessica Weninger  
Bismarck ND  
(left column, middle photo)

- 3rd Place** Sage Diede  
Watford City, ND  
(left column, bottom photo)

## Category II - Ages 10-13

- 1st Place** Eric Price  
Bismarck, ND  
(middle column, top photo)
- 2nd Place** Lisa Kjorstad  
Williston, ND  
(middle column, middle photo)
- 3rd Place** Elizabeth Glovatsky  
Williston, ND  
(middle column, bottom photo)
- Honorable Mention - Robert Muth, Reeder, ND  
Honorable Mention - Sarah Berger, Bismarck ND

## Category III - Ages 14-17

- 1st Place** Matt Heyde  
Manvel, ND  
(right column, top photo)
- 2nd Place** Jason Cook  
Menoken, ND  
(right column, bottom photo)

The posters, as shown in photo, were displayed March 3-6, 1996 at the Radisson Inn, Bismarck, during the annual Upper Midwest Aviation Symposium.

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