

Aviation Quarterly

Issue #33

NDAC

Summer, 1996

CHAIRMAN'S CORNER

Fred Adams, Chairman, NDAC

At the last Aviation Council meeting the theme for the 1997 Upper Midwest Aviation Symposium was selected. The theme is "North Dakota- Past/Present/Future". With the approval to begin the North Dakota Aviation Hall of Fame, the committee members thought this would tie in nicely.

The Hall of Fame committee is completing the form for submitting nominations to the committee. You will see more details in the Quarterly.

During the spring I met with Dixie Norton, manager of the FAA's Flight Standards District Office in Fargo. Several members from the Aviation Council will be sitting down with the FAA later this summer. To start with we are going to try to have quarterly meetings between the NDAC and FSDO. The major theme of the meeting is to improve communications, enhance aviation safety, and discuss current topics that are of concern to all of us in Aviation.

Your Aviation Council members will soon begin planning the details for the 1997 Upper Midwest Aviation Symposium. The dates are **March 2-5, 1997**. If you have suggestions, please let the Council know.

Hope you all have a great summer!

NORTH DAKOTA'S AVIATION ACHIEVERS TO BE HONORED WITH NEW HALL OF FAME

North Dakota will soon honor its long list of aviation pioneers, record-setters, industry and professional leaders with a new North Dakota Aviation Hall of Fame. The establishment of the Hall of Fame was announced by Fred Adams, Bismarck, President of the North Dakota Aviation Council.

"Few people outside the aviation profes-



If you are near West Fargo this summer, don't forget the Bonnaville Pioneer Village and Museum's excellent aircraft collection with over 18 aircraft.

sions realize how many North Dakotans have been leaders in such fields as aviation safety, education, maintenance, manufacturing and flight," Adams said. "We hope that this new Hall of Fame will acquaint our citizens and visitors to the incredible contribution the honorees have made in all aspects of the aviation professions." The Hall of Fame will be located at the Bismarck Airport Main Terminal, where plaques honoring selectees will be on view for 600,000 terminal visitors every year.

Honorees will be chosen by a twelve-person committee comprised of members drawn from the North Dakota Aviation Council, the North Dakota Aeronautics Commission, UND Aerospace and two at-large members. They will be charged with singling out and recognizing Hall of Fame selectees for professional leadership, promoting and extending aviation services, improvement of professional standards and qualifications, peer recognition from within the aviation professions, safety promotion and the improvement of relations among aviation

professionals and those interested in or concerned with the aviation professions. The committee will also consider candidates' local and civic contributions, state or national recognition with their field, years in the aviation professions and their safety records, among other qualities.

Over the next twelve months the committee will be choosing 25 initial honorees, both currently active and those from North Dakota's aviation history. Those chosen will be honored at the 1997 Upper Midwest Aviation Symposium to be held in Bismarck on March 2-5, 1997.

1997 will mark the 25th anniversary of the Symposium, sponsored by the Aviation Council and the North Dakota Aeronautics Commission. The North Dakota Aviation Council and the North Dakota Aeronautics Commission. The North Dakota Aviation Council is an umbrella organization embracing the state's pilot, aviation mechanic, agricultural applicator, airport administration, governmental and aeronautical educational organizations and their members.

FROM THE EDITOR:

Andrew S. Niemyer
Editor-in-Chief

The national aviation scene has had several significant events occur since our last issue. The most important, and most disturbing, involves actions that will directly affect each and every member of the Council and associated organizations: The turmoil within the Federal Aviation Agency in the wake of the Florida crash of ValuJet and the loss of 110 lives.

For sometime now we have been treated to the spectacle of Department of Transportation and FAA political appointees making broad, sweeping statements with little data to back them up. On a seemingly daily basis we have listened to pronouncements about safety and regulations that seem to bear little relationship to the realities we have all seen here "in the trenches" of aviation. We have all listened to assorted speakers at press conferences, Congressional hearings and in written Op/Ed pieces contradict one another and offer personal opinions while claiming the mantle of official position. The ultimate act came in late June with the seemingly pressured "retirement" of the senior nonpolitical appointee, Deputy Administrator Anthony "Tony" Broderick.

I have known Mr. Broderick since 1989. He is well known to literally tens of thousands of pilots and others through his constant participation in one of the oldest on-line bulletin-board services in the country. Tony listened to, and replied to untold thousands of questions, letters and speeches disguised as questions and some fairly rough invective. He never got angry, nor did he talk down to anyone. The folks in aviation came to rely on his candor, honesty and integrity. While we may have often disagreed with the Agency's and his own point of view, Tony was always respected for standing his own, never backing down and for his seemingly endless quest for "the data" needed to support or change a particular viewpoint.

Tony Broderick was respected literally around the world as the foremost leader and expert in government on aviation safety issues. His retirement will lead, in our opinion, to further weaken an already seriously undermined "common sense" approach to safety and regulation issues at the very top of FAA. The apparent need to react

emotionally and according to the whims of a regretfully poorly informed public and the news media that often seem more interested in sensationalistic reporting for the sake of ratings and sales will only lead to more "regulation-by-press-conference-and-emotion" rather than the calm analysis and scientific study that people like Tony Broderick brought to the FAA.

We can only hope that somehow, someone will eventually step in at the highest levels of both the professional and political cadre's at the FAA and call for a halt to the sad displays we in aviation must now endure. People like Tony Broderick are rare these days. His presence in governmental aviation will be deeply missed. We can only hope that he will now enter the private sector and continue to bring his years of expertise to all of us involved in aviation.

We note with great sadness the recent loss of former NDPA President Morris Thingstad's lovely wife Reva. If ever there was a spouse who fit the lyrics of "...wind beneath my wings," Reva was that for Morrie. There was never a hangar flying session with Morrie that did not include at least one story that in its own way wonderfully illustrated the love they showed one another throughout their years together. Our deepest condolences and sincerest sympathy from both the entire Council and the "Quarterly" go out to Morrie and his entire family.

LETTER TO THE EDITOR

Captain John Bradley
37th Bomb Squadron
1681 McConnell Blvd., Ste. 1
Ellsworth AFB, SD 57706

I hope you can spread the word about two events taking place here.

First, is the FBO Visits. If any of your FBOs and Airports are having Fly-Ins, we'd like to be invited. We will try to send at least one B-1 crewmember to brief the attendees on Mid-Air Collision Avoidance. They would fly a civilian airplane in, give the briefing and answer any questions. The only requirement is a television with a VCR.

Second, is the Ellsworth AFB Civilian Fly-In, on the 20th of July. We'd like to get the word out as much as possible. We are trying to get as many people to fly into Ellsworth as possible. Anyone who is interested, should contact us at (605) 385-4418, or e-mail: [28bwsef@bw28.ellsworth.af.mil.]

If there is any more information I can provide, please call or e-mail me.

Sincerely,
JOHN W. BRADLEY III, Captain, USAF
Ellsworth AFB Civilian Fly-In Coordinator

UND OFFERS HUMAN FACTORS TRAINING

The University of North Dakota offers several human-factors courses on a weekly basis at its Grand Forks campus and three to four times a year at its Williams-Gateway Airport Site in Phoenix, Arizona. The courses are open to all pilots and include initial and recurrent Aviation Physiology for the Private Pilot, Crew Resource Management, and Principals of Survival. Tuition ranges from \$295 to \$672. The physiology courses are approved under Part 141, and the initial physiology course meets the high-altitude physiology academic requirement of FAR 61.31. For more information, a brochure, schedule, or prices, call UND at 800/258-1525 or e-mail to blumkin@aero.und.nodak.edu.

North Dakota Aviation Quarterly
Official Publication of the
North Dakota Aviation Council
Editor/Publisher: Andrew Niemyer
Phone (701) 328-9650
North Dakota Aviation Council
Board Members 96/97

- Fred Adams Chairman
- Dan Vigessa NDPA/Vice Chairman
- Roger Pfeiffer Secretary
- Jim Lawler AAND Treasurer
- Gordon Person Past Chairman
- J.B. Lindquist NDAA/Lobbyist
- Todd Hanson AAND
- Bob Simmers NDAA
- Mike Deck NDAAA
- Jim Plath NDAAA
- William Stramer NDFF
- Michael Gunia NDFF
- Harvey Hirning NDPA
- Dave Mohn NDPAMA
- Rod Brekken NDPAMA
- Stuart Harner NDSAA
- Gary Ness ND Aero. Comm.

North Dakota Aviation Quarterly
Published Winter/Spring/Summer/Fall
Send Address Changes To:
North Dakota Aviation Quarterly,
C/O Andrew Niemyer
P.O. Box 5020, Bismarck, ND 58502-5020

NORTH DAKOTA AVIATION QUARTERLY 1996-1997 Publishing Schedule

Copy Due to NDAQ	Publishing Date
October 3, 1996	October 17, 1996
December 13, 1996*	January 16, 1997

*Final LIMAS '97 schedule due NLT January 8, 1997.

NOTE

Our new address:
North Dakota Aviation Quarterly
Andrew Niemyer,
Editor-in-Chief
P.O. Box 5020
Bismarck, ND 58502-5020



FROM THE DIRECTOR'S CHAIR

Gary R. Ness
Director ND Aeronautics Commission

The national media is at it again. The industry has an accident and unfortunately a hundred plus people perish and the media takes the responsibility to crucify the air transportation business. Honesty, I am getting very tired of watching the fiasco. First the reporters have no knowledge base to work with and then they find more than-willing experts to give opinions on a minimal of knowledge from a half a continent away.

What does this cause? A complete distortion of facts and events in the public mind and a feeding frenzy from the political and correct group to make the public feel good that someone is going to for this accident.

It will unfortunately be months before we will have a good grasp on the real facts. Why? Because it just takes that long to put all the pieces of this puzzle together.

I have a few questions for the readers of this column.

Do you know who shipped the 02 containers? Do you know for sure if the 02 containers were full? Who has responsibility for the labeling of 02? Do you use outside maintenance? What is the quality?

When this is over, when all the facts are on the table, when all the new rules are put in place, when we review the May 11th events - would all the new rules prevent the accident?

What we really have is a less than competent Secretary of Transportation. A politically motivated DOT Inspector General and an Administrator of the FAA that has been hobbled by the politics of it all.

Who are the real losers? The passengers, crew and families. The traveling public because of the tension and basic fear generated by the media. We kill more people on a daily basis on the nation's highways that perished on ValuJet, but unless we are personally

involved, it is hardly worth the newsprint to report the facts.

There has to be a review of the reporting of major, catastrophic accidents and a look at the real responsibility of reporting. We need good knowledgeable reporting - not the "National Enquire" methods across the nation from all major papers. Members of the medias claim their "professionalism." The entire aviation community must make every effort possible to ensure the medias adhere to that self-proclaimed professionalism when it comes to the reporting of aircraft accidents and incidents. If we do not, we will continue to witness the seemingly endless string of "horror stories" that perfuse every press account each time an aircraft crashes, aborts a take off or encounters an untoward event.

1996 WATER FLYING ANNUAL NOW AVAILABLE, EMPHASIZES SAFETY, TRAINING AND SEAPLANE FUN

The Seaplane Pilots Association has issued its 1996 *Water Flying Annual* offering a comprehensive look at the world of seaplane flying.

"In addition to the best directory information on where to learn seaplane flying, our theme this year is on the importance of good training and an improved seaplane safety record," said SPA executive director Bob Richardson.

The *Annual* lists 67 flight schools where seaplane training is offered in 24 U.S. states and two Canadian provinces. Included are addresses and phone numbers, aircraft offered and hourly rates for instruction. In addition, the *Annual's* Seaplane Flight Instructor Directory lists 50 seaplane CFI's, their ratings, experience level and specialties. Included are eight seaplane-designated examiners.

The *Water Flying Annual* is always a great place to glimpse the world of seaplane flying, and the 1996 edition is no exception. Colorful feature articles include stories on the fun and learning opportunities available at Splash-Ins,

the water flying equivalent of a fly-in.

The *Annual* emphasizes training and safety, however, with discussions on the value of experience, tips from longtime float fliers and two discussions on seaplane accidents.

Of interest to land planes as well as seaplane pilots is an article by Coast Guard pilot Scott Schleiffer on getting out of aircraft if submerged inverted after a landing on water. In addition to a pre-landing passenger briefing so everyone has a plan to get out, the pilot may need to flood the cabin and equalize pressure to open doors. Occupants must also establish and maintain a well-known reference point (like the aircraft) to define - by feel alone - where doors and other parts of the aircraft are.

When clear of the aircraft (and protecting your head in case you aren't), only then inflate life vests for the trip to the surface. If the aircraft is nose down, you may encounter the tail on the way up.

For those interested in the theory behind the float selection and displacement characteristics, SPA president J.J. Frey runs down the list of current offerings and their displacement numbers.

The 1996 *Water Flying Annual* includes a calendar of 1996 seaplane events and a directory of regional water flying organizations.

For a copy of the 1996 *Water Flying Annual*, send \$12 U.S. funds (\$14 U.S. funds for overseas addresses) to SPA, 421 Aviation Way, Frederick, Maryland 21701.

The North Dakota Aviation Council and the Quarterly would like to express their condolences to NDPA President Dan Vigesaa and his family over the death of his brother, long-time North Dakota pilot Harold Vigesaa. Harold crashed June 25, 1996 while flying his Grumman AA-1 near Medora, ND. Harold exemplified the spirit of general aviation, using his AA-1 for business and pleasure throughout the upper Midwest. His plane and he were seen at airports everywhere, year in and year out, as he flew to appointments whenever possible. He will be missed by family, friends and the North Dakota aviation family.

AIRSHOW FLY-IN DATES

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

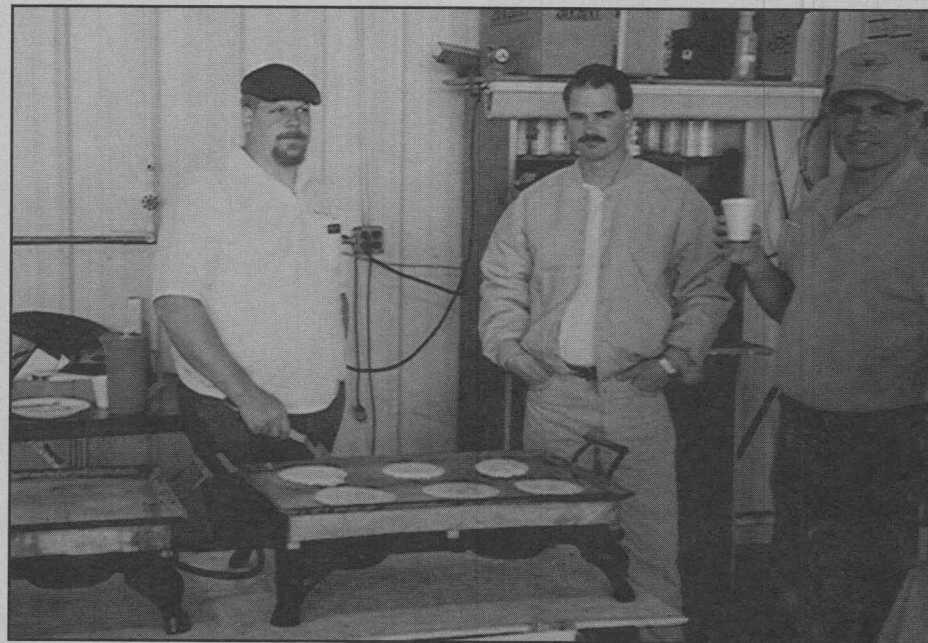
Date	Airport
July 20-21, 1996	Casselton Regional Airport
September 15, 1996	Turtle Lake Municipal Airport
September 28, 1996	Wahpeton

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.

WAY-POINT AVIONICS SEMINAR & NDPA FLY-IN TO BISMARCK BRINGS PILOTS OUT FOR FUN AND FACTS



Area pilots check out the latest electronics at Way-Point Avionics/NDPA June Fly-In and Seminar



Mike Holman, Brian Riopelle, Way Point Avionics and NDPA President, Dan Vigessa, serve up pancakes at the Way Point Fly-In in June.



Suzanne Finney, Stormscope, and Robert Blaha, Bendix-King take a break at the Way-Point/NDPA Fly-in.

NORTH DAKOTA AGRICULTURAL AVIATION ASSOCIATION

STATE VIEW:

* The aerial application industry in North Dakota received some positive press with a front page, color picture of an Air Tractor spraying in the June 7, 1996, issue of *Farm & Ranch Guide*. The caption included the statement, "One option producers will be considering is aerial spraying to avoid further soil compaction and because of the timeliness." Our helmets off to the publishers for including some positive information about the industry.

* Elton Ruble of ATO Chem deserves mention again for the recent donation of \$894.50 to the Association that reflects the amount of Penncozeb and Penncap M used by the industry during the 1995 spraying season.

* If you have not already thanked Al Oberembt, AGREVO, you should. He was the recipient of the 1996 NDAAA Service Award for his service and commitment to the aerial application industry.

* The North Dakota Grain Growers Association related that the 1996 Environmental Tour was a success and expressed their appreciation for the financial support given by the NDAAA.

* The TASK Force On Aerial Application

Regulations in North Dakota is at the summation point. No formal statements have been issued and will not be until this fall. The following issues were brought forth during the meetings:

- Items to be addressed in terms of professionalism include flying off roads (ND Highway Department concern), drift, communication with the growers and general attitudes.

- It appears that all operators need to know the regulations, possess adequate technical knowledge of chemicals, equipment, weather, and drift reduction, be concerned with pilot safety issues and general safety issues and sufficiently supervise inexperienced pilots.

- There are methods to insure responsible aerial operators including financial responsibility requirements, a bond requirement prior to licensing, and education requirements that encompass flying and product knowledge.

- The certification/recertification process through the Extension Service may need revision.

- The establishment of a "review board" through the Aeronautics Commission should be investigated.

There are no simple, magic answers but if change is required, consideration has to be given to economics, acceptance by the industry and enforcement. If you have concerns about the regulations be sure to voice your opinion to Dale Faust (347-4723), Ron Deck (436-5880), Gerry Beck or Cindy Schreiber-Beck (642-5777).

* There have been a number of calls to the NDAAA Executive Director's Office from pilots looking for work. To obtain the names please contact the office at 701-642-5777.

* In response to the recent NDAAA Briefing and Dues Statement, an additional 23 operators and 4 pilots paid their dues. This brings the total membership to 91 operator and 21 pilot or associate members. In terms of percentages, approximately 50% of the total registered aerial sprayers are members. Those of you who wish to join can send your dues (\$50.00 operator / \$10.00 pilot or associate) to PO Box 843, Wahpeton, ND 58074.

ON THE NATIONAL FRONT:

* The Women of the National Agricultural Aviation Association is sponsoring the fourteenth annual essay contest. A \$1500.00 educational scholarship will be awarded to the winner.

- The competition is open to the children, grandchildren, sons or daughters-in-laws or the spouse of any NAAA operator, pilot member, retired operator or pilot who maintain an active associate membership with the NAAA. Membership dues must be paid on or before June 15, 1996, in order for an applicant to qualify for this year's scholarship. The 1996 scholarship contest shall also be open to the children, grandchildren, sons or daughters-in-law or spouse of an Allied Industry Member. Each Allied Industry Member's name shall be listed in the NAAA Directory as the name associated with that particular Allied Industry Member and Affiliate. Dues payment requirements shall be the same as required by operator members.

- Entrants must be a 1996 high school graduate and/or student enrolled in continuing education. The previous winners are ineligible to compete. In the event the \$1500.00 WNAAA Scholarship will effect the winner's grant or loan moneys, payment will be made to the NAAA sponsor of the winner for distribution; otherwise the \$1500.00 will be sent to the college or vocational school of their choice. In the event entries received lack outstanding merit, the

WNAAA reserves the right to not award the scholarship.

- The Theme selected for 1996 is: "How Aerial Applicators are Active Environmentalists versus Environmental Activists".

- Entries will be judged on theme development, clarity and originality. Length is not to exceed 1500 words. The entry deadline is SEPTEMBER 1, 1996. The winner will be notified by phone and by letter. The winner will be announced at the 1996 convention and recognized if present. The essay will be published in *Agricultural Aviation*, the official publication of the National Agricultural Aviation Association. All essays become the property of the WNAAA. The judges' decision is final.

- Three (3) copies of typed, doubled-spaced manuscript should be sent by certified mail to: Debbie Deines, 800 Yucca Path, Garden City, KS 67846. Mark the envelope in large letters: ATTN: Essay Contest.

- The title page should contain entrant's name, address and telephone number as well as the sponsor's operation name, address and telephone number. Include a short biography on a separate page and a photograph. Do not place any of this information in the essay.

- Any questions or comments should be directed to the 1996 WNAAA Scholarship Chair, Debbie Deines, (316) 275-1209.

* After participating in the SPRAY DRIFT TASK FORCE (SDTF) deliberations, the NAAA responded with a letter. The basic premise of the response was, quote, "The aerial application industry is deeply concerned that conclusions may be reached based on information that is not reflective of current application practice. NAAA recommends the EPA scientists and non-agency reviewers question certain aspects of the reports and conclusions developed by the SDTF." A successful meeting was held with the EPA following the statement of concern. According to a more recent memo, the discussions will continue and it was understood that the SDTF is sending a letter to EPA in response to the NAAA statement.

* The NAAA has been pursuing the designated inspector program with the FAA. The effects of the ValuJet crash on the FAA have put this program on-hold for the immediate future.

* The NAAA will be celebrating the 75th Anniversary of the agricultural aviation industry at the annual convention in Reno, December 9-12, 1996. There are plans to have historic planes and equipment in the hall to add to the celebration

HISTORIC IMPROVEMENT IN GENERAL AVIATION SAFETY AT PLATEAU

A slight increase in accidents last year indicates the historic improvement in general aviation safety has reached a plateau.

"General aviation earned its remarkably improved safety record," said Bruce Landsberg, executive director of the AOPA Air Safety Foundation, "but that improvements has slowed during the 1990's and reversed slightly in 1995. This is a signal to push forward to new efforts, especially in recurrent training and pilot decision making."

The National Transportation Safety Board announced on January 25 its 1995 preliminary report citing 408 fatal accidents in general aviation compared to 402 in 1994. General aviation accidents of all kinds totaled 2,066 compared to 1,990 in 1994.

General aviation is the non-airline, non-military segment of aviation comprising 170,000 aircraft and the vast majority of the nation's 654,000 pilots.

"Weather and maneuvering (low-altitude) flight continue to lead fatal accident causes," said Landsberg, "while takeoff and landing accidents are the largest components of the total accident record."

The uptick in total and fatal accidents began to develop during the 1995 summer flying season from June to August, according to the Air Safety Foundation.

The Federal Aviation Administration again lowered its estimate of annual hours flown, thereby causing a large jump in official 1995 general aviation accident rates – the number of incidents per 100,000 flying hours. The flight hour estimate was reduced 8.6% to 20 million hours for 1995, translating a 1.5% increase in fatal accidents into a 11.5% increase in the fatal accident rate. The reduction in the flight hour estimate meant a 3.8% increase in total accidents raised the total accident rate by 13.6%.

General aviation's official fatal accident rate is now 2.04 per 100,000 flying hours compared to 1.83 in 1994. The total accident rate is now 10.33 compared to 9.09 in 1994.

"Putting aside the imprecision of the flight hour estimate and its effect on accident rates, the slight increase in the number of accidents means progress has reached a plateau," said Landsberg. "This calls for renewed efforts to achieve continued safety improvement."

Safety has improved dramatically during general aviation's modern era since World War II, and has improved significantly just since the 1970's. Compared to 408 last year, fatal accidents numbered 729 as recently as 1974. Last year's 2,066 total accidents compare with 6,115 in 1967 and 9,253 in 1947 during the dawn of the general aviation's post-War boom.

NATA ISSUES PART 119 COMPLIANCE HANDBOOK

The National Air Transportation Association (NATA) took a major step forward recently in announcing the creation of a new guidance document designed to help on-demand operators comply with new Federal Aviation Regulation (FAR) Part 119.

Developed in conjunction with noted air charter consulting firm Xifo Enterprises, **Part 119 Compliance Handbook: New Requirements for Part 135 Operators** will detail all pertinent information every aviation manager needs to know about this confusing new rule.

Included in the manual will be an explanation of the regulation, key definitions, changes to Part 135, bulletins, news articles, references, and what must be included in operations specifications.

The cost of the manual will be \$75; NATA is completing final revisions and planned to release the document in mid-May. An advance sales waiting list has been developed, and NATA's Kris Estes is accepting reservations for the first edition of this highly informative new publication.

UND AEROSPACE NAMES NEW MANAGING DIRECTOR OF AVIATION

UND Aerospace at the University of North Dakota has named Richard J. Nelson to the newly created position of Managing Director of Aviation. Nelson will be responsible for overall aviation operations and strategic planning at UND Aerospace and its UND Aerospace Foundation. He will report directly to John Odegard, UND Aerospace Dean and President of the UND Aerospace Foundation. Nelson assumed his new duties on June 1.

Nelson brings more than 20 years of airline operations and flight training experience to his new position. Prior to joining UND Aerospace, Nelson was president and chief executive officer of Skyway Airlines in Milwaukee, WIS. Before being named president of Skyway Airlines in 1994 he held management positions with Alaskan air carrier Markair. Nelson began his airline career with Golden West Airlines where he was chief pilot.

"We are extremely excited and fortunate to have Dick Nelson join the UND Aerospace organization," said UND Aerospace dean John Odegard. "His experience and success in the airline industry will be a tremendous asset to UND Aerospace faculty and students."

Nelson holds an Airline Transport Pilot

Certificate and has more than 14,000 hours of flight experience including over 4,000 hours of flight instructing. He is type rated in the Boeing 737, Beech 1900, deHavilland DHC-8/DHC-7, Shorts SD3-30 and the Cessna Citation I/II. Nelson has also been an FAA-designated pilot examiner in the Beech 1900D. Nelson is a former member of the Alaskan Air Carriers Association Board of Directors and is a current member of the Regional Airline Association Board of Directors.

Nelson's appointment is part of a continuing restructuring of UND Aerospace to reflect its unique mission of providing state-of-the-art aviation training services to both the airline industry and to its collegiate undergraduate students. In the past year it has appointed Pat Bodelson as Director Flight Operations. He is former Chief of Staff at Fort Rucker, the U.S. Army's aviation training center. It also created the new position of Director of Safety and named Dana Stewart, former UND Aerospace Director of Flight Operations, to that position.

UND Aerospace is an international leader in aviation education and training. It is the second largest college at the University of North Dakota, with 1,500 students enrolled. Its training complex is the most technologically advanced environment for aerospace education, training and research in the world.

FCC ELIMINATES AIRCRAFT RADIO LICENSE FOLLOWING AOPA LEGISLATIVE ACTION EFFORTS

The Federal Communications Commission has abolished individual radio licensing requirements and associated fees for domestic aircraft radios and aviation ground radios. AOPA Legislative Action had persistently worked to get Federal law changed to permit that action.

Aircraft owners have had to register aircraft radio equipment with the FCC every 10 years. That registration cost as much as \$115 per transmitter.

Last year Representative Bart Stupak (D-MI) introduced a bill to give FCC waiver authority. Representative Stupak succeeded in enlisting some 54 cosponsors for the proposal, which was incorporated into the 1996 Telecommunications Act.

Following passage of the Act, AOPA petitioned FCC to drop the radio license requirement. FCC has now filed a Notice of Proposed Rulemaking removing licensing requirements for aviation service radios.

FCC put the rule into force immediately on an interim basis, pending final action after May 20, the close of the comment period. The agency said individual aircraft radio licenses

(Continued on Page 8)

FROM YOUR NORTH DAKOTA AFSS

Richard E. Coughlin
Air Traffic Manager

Did you hear about the public speaker who confidently spoke for 25 minutes, and didn't really say anything? In closing remarks the speaker said to the audience, "I know you think you heard what you thought I said, but did you really know that what I said was what I thought you knew?"

Communications can be a funny thing. Occasionally during the exchange of information, the audience doesn't end with the same picture or message the speaker was trying to convey. That holds true as the subject matter becomes more complex. Consider things like weather systems and other aviation related topics. You know how complex those can be.

Pilot weather briefing (PWB) is one of many important services provided by Air Traffic Control Specialists. When conducting a briefing, whether a standard, outlook or abbreviated, we have abbreviated, we have requirements to collect some basic background information. These are things like where you are and where you're going, what time you'll depart and how long it will take to get there, etc. We also like to know an aircraft ID or pilot name so we can keep proper records. By building on this basic foundation, we can tailor the information to meet your specific request. We wouldn't want to give you something you don't need; however, we want to ensure that you get everything you require. It certainly helps take away part of the confusion factor when the speaker and the audience are on the same plane - so to speak.

Some of the other services offered include flight planning, search and rescue, and en route weather updates. We also provide flight notification, customs notification, orientation services, and broadcast information. Do you need help with the special procedures for the Atlanta area during the Olympics? Do you want to find about the EAA fly-in procedures for Oshkosh? How about a presentation on the new METAR/TAF weather products? All of this and more is available through the Flight Service Station, where "SERVICE" really is our middle name.

If Grand Forks AFSS can be of assistance to you or your organization, please feel free to contact us at (701) 772-7489/2047, FAX (701) 746-0936.

DON'T FORGET

UMAS '97
March 2-5, 1997
Bismarck



99's members helping at the Aviation Symposium are (left to right) Kay Vogel, Gwen Vasenden, Lorraine Boehly, and Wyonala Eide.

MERCIL ELECTED TO NASA'S AGATE EXEC COUNCIL

Rick Mercil, Manager of Fixed-Wing Training for UND Aerospace at the University of North Dakota and former two-term President of the NDPA has been elected to the executive council of NASA's AGATE Program. AGATE (Advanced General Aviation Transport Experiments) is a government-industry-university partnership focused on improving single-pilot, light, all-weather transportation aircraft. Over its eight-year duration, the program will provide the foundations for industry leadership in technologies for improved utility, safety, affordability, performance, and environmental compatibility in General Aviation aircraft.

"Rick's election to the AGATE executive council is a tribute to him personally and to UND Aerospace," said UND Aerospace Dean John Odegard. "AGATE is bringing together the top organizations in aviation to develop new ways to make general aviation safer, simpler, more accessible and more affordable. Rick's election to the council means he will be part of the group that guides AGATE's work."

The AGATE consortium is a fifty/fifty cost sharing partnership between government and industry, to develop design guidelines, system standards, and certification methods for new technologies for both the general aviation retrofit market as well as the future small aircraft transportation system.

"The AGATE program is very important to the revitalization of our industry," Mercil

observed. "As a leader in collegiate and commercial pilot training, UND Aerospace has keen interest in the health and growth aviation, and the entire focus of AGATE is to find ways to apply modern technology to make general aviation safer, more affordable and more useful for all of us. This is critical to the health of an industry that employs 540,000 people, generates \$40 billion of economic activity, and serves 120 million people every year even after a 15-year decline in its health."

The AGATE work is organized into technical terms (designated work packages) which are the primary organizational units for planning and carrying out the work of the consortium. Each work package is dedicated to a relevant subject area, such as Flight Systems, Integrated Design and Manufacturing, Icing Protection Systems, Propulsion Sensors and Controls, Air and Ground Infrastructuring, Training Systems, and AGATE Flight and Simulation Integration Platforms. Each technical team has a representative on the AGATE executive council. Mercil was elected to represent the Training Systems team.

"Coming together with expert systems engineers, aircraft manufacturers, curriculum design specialists, and human factors experts is in itself a wonderful opportunity to learn and grow with the aerospace industry," Mercil said.

THE ULTIMATE IN CRM

(A recent update to the British Airways Flight Operations Manual)
From the American Bonanza Society Magazine

Flight Operations Department Notice, Operational

Origin: Operational Standards Group to:

All fleets - long and short haul.

Eff. Date: 01-05-95.

Subject: Pilot Role Reversal During PICUS.

There appears to be some confusion over the new pilot role titles. This notice hopefully will clear up any misunderstandings.

The titles P1, P2 and copilot will now cease to have any meaning within the BA operations manuals. They are to be replaced by Handling Pilot, Non-Handling Pilot, Handling Landing Pilot, Non-Handling Landing Pilot, Handling Non-Landing Pilot and Non-Handling Non-Landing Pilot.

(FCC Continued from page 6)

were unnecessary for either safety or operation of aircraft. FCC also said it did not need to license aviation transmitters in order to perform its regulatory functions. However,

The Landing Pilot is initially the Handling Pilot and will handle the takeoff and landing, except in role reversal when he is the Non-Handling Pilot for taxi until the Handling Non-Landing Pilot hands the handling to the Landing Pilot at 80 knots.

The Non-Landing (Non-Handling, since the Landing Pilot is handling) pilot reads the checklist to the Handling Landing Pilot until after the Before Descent Checklist completion, when the Handling Landing Pilot hands the handling to the Non-Handling Non-Landing Pilot who then becomes the Handling Non-Landing Pilot.

The Landing Pilot is the Non-Handling Pilot until the "Decision Altitude" call, when the Handling Non-Landing Pilot hands the

because of international treaty agreements, aircraft flying outside of the U.S. will need a radio station license.

"Aviation owes thanks to Congressman

handling to the Non-Handling Landing Pilot, unless the latter calls "Go Around," in which case the Handling Non-Landing Pilot continues handling and the Non-Handling Landing Pilot continues non-handling until the next call of "Land" or "Go Around," as appropriate.

In view of recent confusion over these roles, it was deemed necessary to restate them clearly.

Authority: Operational Standards Group
S 4220 H3 TBA, OPS12/A34/0595

I think Winston Churchill once said, "The American and British are a common people divided by a common language." -

Bill Pappy, ABS 27205, Gainesville, GA

Stupak for finally getting legislation passed after so long," said AOPA President Phil Boyer. "And we thank FCC for acting expeditiously once given the authority."

FORWARDING AND RETURN POSTAGE GUARANTEED.
ADDRESS CORRECTION REQUESTED.

North Dakota Aviation Quarterly
P.O. Box 5020
Bismarck, North Dakota 58502-5020

BULK RATE
U.S. POSTAGE
PAID
Bismarck, ND 58501
Permit No. 419