

Aviation Quarterly

Issue #37

NDAC

September, 1997

"Chairman's Corner"

Dan Vigesaa, Chairman

Well, we have gotten it started. Planning is underway for the next Upper Midwest Aviation Symposium. We have contacted some very high-powered speakers. The theme has been selected. It's "A Celebration Of Aviation."

It seems appropriate. We detect a resurgence of interest in general aviation. New airplanes are being built. New student pilot initiatives are becoming popular and seem to be effective. There is new interest in recreational flying, experimental aviation and home built airplanes. Is it just me or are there more fly-ins these days?

This resurgence needs us. General aviation has a long way to go before it returns to the "golden age" of the sixties and the seventies. Let's ask ourselves, "What can we do to help this process and revitalize general aviation?" Indeed, what can any one person do?

One person can do a lot, it seems.

Case in point, what has Fred Adams done during the past two years? For those who are new to the planet or to aviation, Fred Adams is the Chief Pilot for Basin Electric and past Chairman of the North Dakota Aviation Council. Fred served as Chairman of the Aviation Council from 1995 through 1997.

Your council has been a dynamic force for general aviation for the past two years because of Fred. He was one of the driving forces that brought the Deputy Administrator of the FAA to North Dakota. Linda Daschle was one of the featured speakers during the 1996 Symposium.

Fred brought the President of the National Air Transportation Association to the 1996 Symposium. James K. Coyne brought us to the cutting edge of the most important issues that faced aviation on a national level.

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A North Dakota National Guard UH-1 "Huey" held the attention of this young attendee at the Aeronautics Commissions' 50th Anniversary celebration at Bismarck, July 26th.

NEW PAN-AM WEATHER SERVICE DUE

The North Dakota Aeronautics Commission will start installing Pan-Am WeatherMation IV Systems on September 2nd, and plans to have all nine sites installed by the middle of September. They encourage all pilots to check out the new units and feel free to call Roger Pfeiffer at (701) 328-9652 if you have any questions and let him know how you like this new system.

Pan-Am WeatherMation IV is one of the newest, most comprehensive and innovative pilot briefing systems available for the general aviation pilot. WeatherMation IV provides the following significant benefits.

- (1) **FAA legal and required briefing** - WeatherMation provides all FAA-required data for legal briefing, including flight planning and filing, NOTAMS, PIREPs and other aviation data not available on some other systems.
- (2) **Most current weather** - WeatherMation

IV updates its entire database continuously, within seconds. Some key information in competitive systems is updated only hourly or even less frequently, e.g., METARs.

- (3) **Custom weather** - WeatherMation IV's unique parametric layers enables a pilot to better visualize and understand weather developments, thereby enhancing safety.
- (4) **Dial-in access** - Easy, wide access enables more pilots to receive the benefits of North Dakota's pilot information system.
- (5) **Familiarity** - WeatherMation IV provides all the same information that current users now expect, with the added capability of animated parametric graphical information. This will include color Nexrad Weather Radar Mosaic updated every 15 minutes.

From The Editor:

Andrew S. Niemyer, Editor-in-Chief

It looks like this summer's flying weather has been an extremely pleasant change from the wind, water and snow that marked the beginning of the year. With that in mind, the Chairman gave us "dispensation" over the last couple of months while we flew around the area, enjoying the fine summer weather while we should have getting this issue out to you. We had the opportunity to visit a couple of our many fly-ins and airshows and chatted with many Council members. While everyone seems to be in good spirits, we have a little turbulence out there that must be addressed:

Time to Spare? Fly Northwest Air!

As anyone knows who has to do business outside of North Dakota, flying via the commercial airways, Northwest Airlines has this state's business in a virtual stranglehold. Unfortunately this has increasingly resulted in very poor performance. Over the last 12 months the *Quarterly* has noted and documented increasingly rude, surly and nasty behavior by Northwest's major hub ground employees to go along with a frustrating inability to get anywhere on time. Conversations with both business travelers and State officials reveal an apparent decision by NWA management to treat its revenue base, travelers, with contempt and to abandon any attempt whatsoever to get anyone anywhere on time. We travel a minimum of 6 legs each month with NWA. On the average of once every twelve months do those 6 legs arrive and depart as scheduled. Many fellow North Dakotans we talk to now do not attempt to do any business at their arrival locations on their travel days. They are tired of canceling appointments and meetings because of NWA's lack of timely performance. The frustrations they report are exacerbated by gate and ticket agents at their hubs whose rudeness seems only exceeded by their condescending attitudes. Perhaps we Council members can do a little something about this problem. The *Quarterly* strongly endorses the proposal that whenever possible, we find an alternate to NWA when we have to travel. Many of us own our own aircraft. There is at least one other carrier in the state, and there are always our own cars. It's time to remind NWA management that we are the source of its income. While it may be small, working together can mean more. Let's hope that the bottom-line management in Minneapolis gets the message.

Did We Say "No New User Fees?"

While the latest budget signed in Washington has specific language in it forbidding the use of so-called "User Fees" (read: taxes), the Clinton Administration's National Civil Aviation Review Commission (NCARC), dominated by the "Big 7" airlines and their sympathizers, apparently has other plans. Numerous wire service and aviation press stories have continued to circulate regarding the draft of the NCARC's final report. Guess what they're proposing? That's right, user fees for general aviation! Like many commissions, this one seems to have its own agenda, and they're not going to let anything like Congressional intent or the will of the public get in their way. As the part of the industry that will feel the brunt of this if it comes to pass, everyone of us must let our Congressional delegation know how we feel about the specter, no matter how remote, of paying twice for the privilege of being in the aviation business.

Well, We Tried to Go!

The folks up at Minot Air Force Base ought to be congratulated for promoting the civil aviation fly-in to their base for Northern Neighbors Day. We say "ought to be," but we certainly can't do it, as things turned out. Like many, we were eager to take ourselves to the treat of a 13,000 foot by 200+ foot runway. Unfortunately once the Department of Defense gets involved, things are seldom simple. Many terminals and FBO's received flyers with copies of the relevant documents. However, oftentimes there were two copies of one document and no copies of a second required form. The forms themselves kept referring to corporate ownership and company pilots. Hello? Most of us are not corporations or anything near that. The last straw for many was trying to get help from the Minot Base Operations number listed on the flyer. On the three separate occasions we called, no one who answered the phone or to whom we were connected to knew anything about the fly-in much less the forms we were required to fill in. While they were most courteous and willing to help, they simply had no clue about what we were asking about. With that we gave up and flew up to Beulah to enjoy pancakes, aerobatics and local friendship...without filling out anything other than a VFR flight plan. Maybe next time our friendly Air Force hosts will recognize the fact that many of us need just a little aid and assistance and will supply some examples for guidance. Just a simple something like that will help swell the numbers of GA planes on their ample ramp space.

Well that's probably enough grumping for one issue. Anyway, the weather's too nice to stay inside. Time to pull out the plane and go flying for the day. Well, maybe for a couple of hours.

HALL OF FAME NOMINATIONS

The North Dakota Aviation Hall of Fame is asking the general public, along with the aviation industry, to nominate individuals to the North Dakota Aviation Hall of Fame. These individuals must have contributed to the development and enhancement of aviation in the State of North Dakota.

Please contact your local aviation organization, your local airport or the Hall of Fame Committee at P.O. Box 5020, Bismarck, ND 58502 or for further information on nominating an individual. Deadline for submissions for 1998 is November 30, 1997. (*Find nominating form elsewhere in this issue.*)

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 97/98

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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

COPY DEADLINES

Fall- October 1
Winter-December 15



From the Director's Chair:

The Aeronautics Commission's 50th Anniversary party was a success. The Commission thanks the industry for its hard work in making it an event that was designed for the aviation community and the public. Special thanks goes to Robert Simmers for his top-notch efforts in putting the whole program together. Those who missed it did just that, "they missed it." Jerry Beck allowed me the opportunity to fulfill my fantasy of flying a WWII attack bird, thanks guy.

Many things change and many stay the same. After many months of talking and postering, the Congress put through what the aviation funding mechanism should look like. In summary; public law 105-3X set into law a tax bill implementing a ten year template for aviation excise taxes. The new law rejects user fees for general aviation, and further

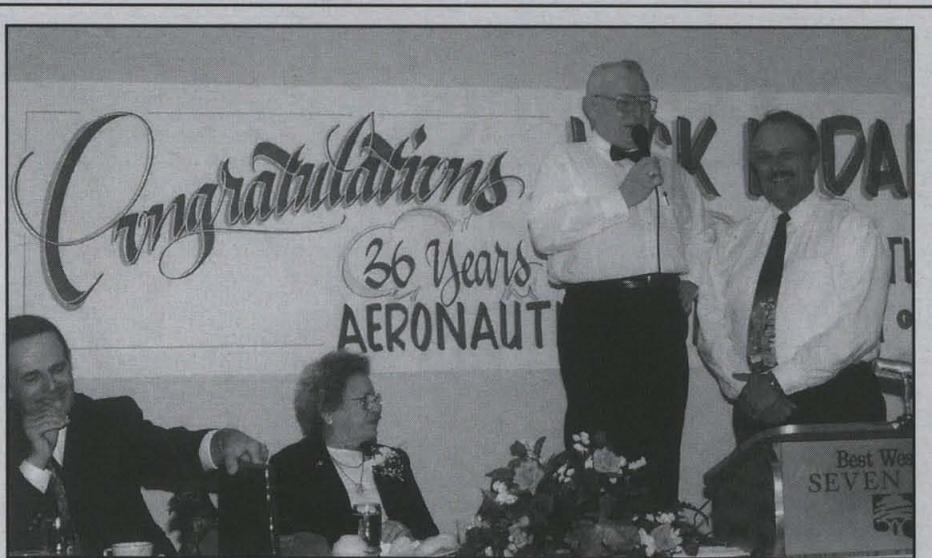
- Extends current GA fuel taxes
- Transfers 4.3 cents per gallon tax from the general fund to Aviation Trust Fund
- Creates new methods of collecting domestic airline passenger taxes
- Reduces taxes on certain rural airline routes

A fuller explanation will be forthcoming when all the ramifications have been defined in D.C. Overall, aviation won this battle. However as Thomas Jefferson warned "stay vigilant."

Good news again; Single Engine IFR approved by the FAA. During the Oshkosh convention, Acting Administrator Barry Valentine's announcement that he signed off the approval of single engine IFR. I know of one Part 135 operator who has worked hard for many years on this issue, Bob Watts, and now it has become a reality.

Did you notice that at the Casselton Airshow and the Commission's 50th fly-in that the US Postal Service was present with their aviation stamp display and sales team. The Postal Service and the ND Aviation Hall

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Aeronautics Commissioner Jack Daniels was honored July 26th at a banquet in his honor in Mandan. Besides receiving kudos from the state, the FAA announced the renaming of COLIJ NDB to "JADAN" in Bismarck. Shown here on right is Jack Daniels and looking up, Commission Director Gary Ness, as they entertain members at the head table.

"HOOVER BILL" INTRODUCED IN CONGRESS TO CURB FAA ABUSE OF EMERGENCY CERTIFICATE REVOCATION POWERS

The "Hoover Bill," which would curb FAA's overuse of its emergency authority to revoke pilot certificates, has been introduced in Congress by Sen. James Inhofe (R-Okla.) and Rep. Elton Gallegly (R-Calif.). The bill, which has the strong support of multiple aviation organizations, provides for an expedited NTSB hearing to determine if a true emergency exists justifying immediate certificate revocation.

"The percentage of emergency revocation hearings before the NTSB has increased more than five-fold since 1989," said AOPA General Counsel John Yodice. "This suggests an unbridled abuse of a power which FAA should use only in the most extreme circumstances where there is an immediate threat to public safety."

Yodice said that in many of these cases, no "emergency" existed. He cited FAA's actions against world-renowned airshow pilot Bob Hoover as the most notorious example of abuse of revocation authority.

FAA is empowered to suspend or revoke an airman's certificate if the pilot has violated Federal Aviation Regulations and poses a threat to safety. A pilot may appeal FAA's action to the National Transportation Safety Board. The appeal stops FAA's action until NTSB rules. In the interim, the pilot may continue to fly.

If FAA determines that public safety requires immediate action, however, it can issue an emergency order grounding the pilot pending the outcome of the NTSB appeal.

FAA did just that against airline pilot Ted Stewart when, in 1995, the agency suspended Stewart's authority as a Designated Examiner. He appealed, and NTSB exonerated him.

One year later, FAA issued another emergency order revoking Stewart's Airline Transport Pilot certificate, thus preventing him from flying for his employer. FAA charged Stewart with misrepresenting his flight time 17 years ago when obtaining his flight instructor and ATP certificates. FAA also charged that Stewart's flight test for a type rating in the vintage World War II Grumman TBM torpedo bomber was flown in an aircraft not appropriately equipped for the flight check.

Once again, NTSB exonerated Stewart, but he was prevented from earning his living as an airline pilot while the appeal process progressed.

NTSB also questioned FAA's actions, noting that subjecting Stewart to multiple actions in the space of a year constituted "an abusive and unprincipled discharge of an extraordinary power."

The Hoover Bill (S. 842 in the Senate and H.R. 1846 in the House) would give pilots and other certificate holders two days to request a hearing before the National Transportation Safety Board after FAA issues an emergency revocation order.

NTSB would then have seven days to decide if the emergency order were justified. If not, the certificate would be returned and

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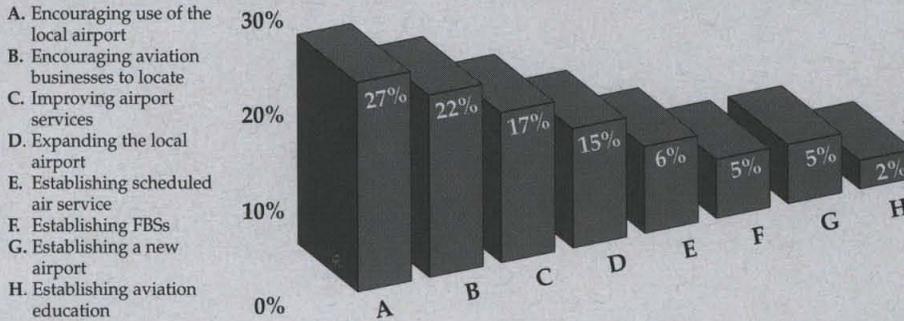
AVIATION-RELATED ECONOMIC PROGRAMS

Prepared by Mark J. Holzer, Aviation Planner, NDAC

As part of a federal system planning grant to analyze the local of local economic development in terms of airport expansion in North Dakota, a survey of the state's 270 Economic Development Agencies (EDA) was performed by NDSU - Upper Great Plains Transportation Institute (UGPTI). The EDA's operate with full, part-time or donated labor in city, county or regional associations across North Dakota.

The following chart is a response to one question in the survey:

What type of aviation-related economic development programs has your agency been involved with in the last five years?



Recommendations are that airports management and aviation fixed base operators need to:

- work closely with EDA's.
- seek out EDA programs to help market their facility,
- serve on EDA boards and committees,
- find common ground on economic development that provide benefits for the entire community.

Recommendations that EDA's need to;

- provide more information about the local airport in their publications
- GA services and facilities
- hours of operation and phone numbers
- serve on airport boards and committees
- emphasize the benefits of the airport to city leaders
- find common ground that would help promote economic development for the entire community.

Many EDA's in small communities lack the financial resources to employ experts for airport development, and market the local aviation services. It is thus up to airport management and businesses to work jointly on community projects. Getting the airport on the local Internet page and into community brochures is encouraged. Building a better relationship between the airport and EDA's is the challenge to overcome as over half of EDA's (51%) in this survey indicated they do not give high priority to aviation progress because people in their community don't demand it! Only 20% do count that aviation is one of their economic development goals. We must try to improve these local business perceptions in order to sustain growth in our airport system. A final report of the study is anticipated in the fall of 1997.

NORTH DAKOTA AERONAUTICS COMMISSION SUPPORTS Grants for 1997 Flood Damage at Airports

In response to the Federal Aviation Administration's grant offer of \$ 650,970 to three airports for 1997 flood damage repairs, the North Dakota Aeronautics Commission approved a state share match of 5% at the following airports:

1. Devils Lake	Repair airport storm sewers, manholes and drainage	\$29,150
2. Wahpeton	Repair approach lights and fencing	500
3. Pembina	Repair cracks and debris cleanup	6,515

"The FAA's grant offer was received on August 7, 1997 to have the Aeronautics Commission sponsor a construction flood repair grant on behalf of the three airport authorities. The Aeronautics Commission responded quickly by committing the 5% state share along with the upcoming local's 5% share to capture the 90% FAA discretionary grant," responded Director Gary R. Ness.

"The Bismarck FAA Airport District Office assisted the Aeronautics Commission in programming the grant offer to aid our state's local airports in flood relief," added Director Ness.

AIR SAFETY FOUNDATION'S 1997 NALL REPORT ANSWERS QUESTIONS ABOUT GENERAL AVIATION SAFETY

The AOPA Air Safety Foundation has released its 1997 *Nall Report*, the industry's most exhaustive annual analysis of general aviation accident trends and factors. The report is the first available examination of all 1996 accidents involving fixed-wing general aviation aircraft.

"The good news is that general aviation had a record-setting year," said Bruce Landsberg, ASF executive director. "There were fewer accidents in 1996 than in any other year since recordkeeping began in 1938, and fatal accidents were the lowest since 1952."

The fatal accident rate has been cut three-fold since 1952. But, over the last 17 years, that rate has remained fairly constant at about 1.5 fatal accidents per 100,000 hours.

"The bad news is that year after year, most aircraft crashes are caused by the pilot," said Landsberg. "In 1996, just as in preceding years, low-level maneuvering flights, mishandled approaches, and continued into instrument meteorological conditions were the leading causes of fatal accidents."

Maneuvering Flight

According to the new *Nall Report*, maneuvering accounted for 25.9 percent of all pilot-related accidents. More than half of all maneuvering accidents resulted in fatalities, and 49 percent of those fatal maneuvering accidents occurred due to "low, slow flight."

A few of these accidents happened because of inadvertent loss of control during common maneuvers (traffic pattern turns, for example), but the majority were due to "buzzing" or unauthorized aerobatics.

"When a pilot decides to engage in this type of risky behavior, the frequent result is really no 'accident,'" said Landsberg.

Weather Accidents

Weather is the leading cause of fatal accidents. More than 33 percent of all pilot-related fatal accidents are weather-related. Weather also accounts for almost two-thirds of fatal accidents in multi-engine airplanes and more than 40 percent of fatal accidents in single-engine retractable-gear aircraft. In most such accidents involving complex aircraft, pilots were flying on instrument flight plans.

But the *Nall Report* shows that more than half (58.9 percent) of all fatal weather-related accidents were due to attempted VFR flight into instrument meteorological conditions. Some 88 percent of the "continued VFR"

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NAPA NEWS

After 67 years an infidel, Ole, went to church for the first time. The entire parish was abuzz with the news. Everybody talked about it but no one talked to Ole. Finally Ole's best friend Lars, who had gone to church faithfully for 67 years, mustered up enough courage to ask Ole how it went.

"How did you like it, den?" Lars asked. "Vel," Ole said, "I tink it vent good. As soon as I got der everybody stood up and sang 'Ole, Ole, Ole, Lord God Almighty'!"

When I think about the North Dakota Pilots Association program for 1997 I feel just like Ole. I think that it is going very good.

We heard powerful speakers and dynamic presentations during the March Symposium. Dr. Jerry Cockrell kept us all in stitches during his talks. George Ott told of his World War II adventures as a bomber pilot and subsequent prisoner of war. Rod Brekken told of his Russian adventure with Russian aerial applicators. AOPA sent Bill Hamilton to fill us in on the national aviation picture. Dr. Warren Jensen's discussion of aviation medicine was fascinating. All the rest was equally stimulating.

How about that "Aviation Wannabee Program!" developed and sponsored by the Pilots Association! Well over a hundred attended the trial run in Bismarck. More than half of those there were non-pilots. Almost 75% of those signed up for the ground school session. We had to split that part into two sessions! Executive Air Taxi had to hire two new flight instructors and they still couldn't handle the volume of new students.

Five more "Aviation Wannabee Programs" are planned for communities all across the state this fall. They are hosted by:

Christl Aviation

West Fargo Airport
6:30 p.m., September 12, 1997

Aircraft Services, Inc.

Mandan Airport
6:30 p.m., September 20, 1997

ServAire, Inc.

Williston
6:30 p.m., September 26, 1997

Dickinson Air Service

Dickinson Airport
6:30 p.m., October 3, 1997

Minot is planning a "Wannabee" program but no date has been set yet.

The fly-ins? How much more exciting than joining 57 pilots from all over the country following the Lewis and Clark Trail? The North Dakota Pilots Association joined the



Warbirds were not the only aircraft by any means on July 26th at the Aeronautics Commission's 50th Anniversary Celebration. Here, three visitors compare notes by a Piper "Pawnee" agricultural application airplane.

Aeronautics Commission to help host this fascinating and diverse group when they landed in Bismarck. Your president, Harvey Hirning, was there with several other Pilots Association members.

The parties! The North Dakota Pilots Association participated in the Fiftieth Anniversary Party for the North Dakota Aeronautics Commission. The fly-bys by the war birds, the antiques and the home-builts made it a great day! The hangar dance that featured "Rocky Top," birthday cake and a beer garden made it an enchanting evening.

Ole would say "Uffda, dats a lot of stuff."

There is more! Your Pilots Association has invited the AOPA Air Safety Foundation to present Aviation Safety Education Seminars in Fargo, Grand Forks, Minot, and Bismarck during October. These seminars will feature the well known and dynamic presentations made by Chuck Berry. The seminars are audience participation weather emergency decision-making seminars entitled "Never Again." October 20, 21, 22, and 23 are the magic days. Look for more details later.



Ray Heyde, Executive Air Taxi of Bismarck (standing far left), lectured to an enthusiastic crowd in May about the new NDAC-State cooperative "Aviation Wannabee Program." More programs are scheduled soon.

("Hoover Bill" continued from page 3)

the pilot could continue flying while the FAA pursued its revocation case through an expedited appeal process.

"I believe FAA unfairly uses this necessary power to prematurely revoke certificates when the circumstances do not support such drastic action," said Sen. Inhofe when he introduced the bill.

"It is critical to safety that the FAA can ground unsafe airmen or other certificate holders. However, I also believe that the FAA must be judicious in its use of this extraordinary power.

Sen. Inhofe is an active pilot, flight instructor and recipient of the 1994 AOPA Hartranft Award in recognition of his work on general aviation product liability reform.

The Hoover Bill, which is supported by AOPA Air Line Pilots Association, Air Transport Association, Allied Pilots Association, Experimental Aircraft Association, National Air Transportation Association, NTSB Bar Association, National Air Carrier Association, National Business Aircraft Association, and the Regional Airline Association.

("Nall Report" continued from page 3)

accidents involved single-engine, fixed-gear aircraft.

Flight Training

Flight training remains one of the safer areas of general aviation flying, but there may be a perverse correlation between that record and weather accidents.

Flight instruction makes up 19.7 percent of all flying activity, but accounts for only 12.4 percent of total accidents and 5.5 percent of fatal accidents. The proportion of fatal to total accidents during instruction is the lowest of any flight operation.

As in previous years, flight training accidents due to maneuvering flight or encounters with weather are notably low. That's likely to be due to the controlled environment and attention to planning that are parts of a good flight instruction environment.

"On the other hand, that also probably means that both our private and instrument students are not getting much exposure to 'real world' adverse weather," said Landsberg. More often than not, a pilot is "on his own" the first time he has to make a decision about continuing flight into deteriorating VFR conditions, or shooting an approach to minimums.

"Weather-related accidents are usually the result of the pilot's decision errors," said Landsberg. "Students need much more practice making those decisions under the tutelage of an experienced instructor."

More data from the Nall Report

The Nall Report also shows that while takeoff and landing account for less than five



THE LEWIS & CLARK TRAIL 1997 COMMEMORATIVE FLIGHT

On June 27th, 25 airplanes flying the Lewis & Clark Trail arrived in Bismarck. The weather was nice and the first warm day of the year. The Bismarck Airport was host to the group as they arrived for coffee, pop and a snack. Roger Pfeiffer with the Aeronautics Commission, acted as their co-host and helped arrange for rooms, vans and a fondue supper at Fort Lincoln that evening. The Pilot's Association helped with driving the vans. The group is flying the Lewis & Clark Trail from Yankton, South Dakota to Helena, Montana in 1997 and will pick up the rest of the route next year from Helena to the west coast. The group is made up of some retired Flying Farmers and others interested in history. Most spend the winter in Arizona and get together for fly-ins during that time.

While in Bismarck the group traveled to Washburn to the new Lewis & Clark Interpretive Center and Ft. Lincoln at Mandan where they were hosted by Mandan Airport to the Custer House tour. They enjoyed a North Dakota pitch fork fondue that evening. Saturday morning they were back in the air flying the Missouri River to the next stop—Wolf Point, Montana and Sunday on to Ft. Benton.

The group enjoyed the Bismarck area and some said they would be back when they could spend more time.

percent of a typical cross-country flight, 48.3 percent of all accidents occur during these flight phases. The majority of these accidents, however, are nonfatal.

There were no fatal accidents attributed to alcohol or drug abuse in 1996. One fatal accident was attributed to a pilot's apparent use of a prescription drug for a medical condition.

Business flying continues to have a better record than personal flying. Pilots who are using their aircraft for business purposes account for 14.9 percent of all flight operations, but only 4.3 percent of the total

accidents. Personal flights, on the other hand, comprise 37.7 percent of general aviation flying, but represent an ever larger proportion of the total accident picture — 65.1 percent.

While media attention focused recently on general aviation midair collisions, the Nall Report documents that they remain uncommon. During 1996, there were 18 midair accidents, including five which produced fatalities. Midair collisions continue to occur mainly on good VFR days at low altitude and close to airports.

UPCOMING EVENTS

Sept 6-10

NASAO Annual MTG Tulsa, OK

Sept 21

Fly-In Breakfast Turtle Lake

Oct. 20

NDPA/AOPA / ASF
"Never Again" Series Grand Forks

Oct. 21

NDPA/AOPA / ASF
"Never Again" Series Minot

Oct. 22

NDPA/AOPA / ASF
"Never Again" Series Bismarck

Oct. 23

NDPA/AOPA / ASF
"Never Again" Series Fargo

March 1-4, 1998

UMAS Bismarck



Warren Pietsch prepares his custom-built aerobatic plane for a stunning display of his prowess during Beulah's annual fly-in and pancake breakfast, June 13.

("Chairman's Corner" continued from page 1)

He sharpened our concerns about FAA funding, user fees, ATC upgrading and congressional action that concerned general aviation. Mr. Coyne's presentations made that symposium an important event in North Dakota aviation.

Fred assembled another powerful Symposium last year. This time our Governor was one of our featured speakers. Governor Ed Schafer spoke about some of the progress that aviation has made in North Dakota since new laws have limited the sting of product liability costs for aviation manufacturers.

Fred spent endless effort and countless hours creating the North Dakota Aviation Hall of Fame. Last year, we saw the first fruits of all his work. For anyone who missed the inaugural "Aviation Hall of Fame Banquet" at last year's symposium, you missed a truly poignant moment. The Aviation Hall of Fame is destined to be a significant part of North Dakota aviation. At last some of the pilots who have already received national recognition will also receive some recognition in their home state.

Another of Fred's initiatives is a new dialogue with the FAA. One man took on the whole system and they listened. That initiative has not been finished yet but North Dakota concerns have been heard at the highest levels of the FAA in Washington.

General aviation has never been at such a critical crossroad. The future may be very bright or it may be dark indeed. What happens depends entirely on what we do now. Each one of us can have an impact like that of Fred's. Let's not mess it up.

North Dakota Aviation



HALL OF FAME

NAME OF NOMINEE: _____

BIRTHDATE: _____ IF DECEASED, DATE OF DEATH: _____

CURRENT PLACE OF RESIDENCE: _____
(If applicable)

City/County in which this nominee's greatest aviation contribution(s) took place, with respect to this award:

City/County

THIS NOMINATION SUBMITTED BY:

Individual or Corporation

Address, City, State

Telephone: (Home) _____ (Work) _____

INSTRUCTIONS:

For your nomination to be considered, it must be submitted in the following format:

- Each entry must include:
 - Major achievements towards the enhancement of aviation.
 - Significant contributions to the development of others in aviation.
 - Special service to the State of North Dakota in aviation activities, either directly or indirectly.
- Any other pertinent information should be attached to the nomination form.
- Nominee's achievements must be submitted typewritten, double spaced.
- Please limit text to a maximum of three pages.
- Nominator is responsible for a black and white 5 x 7 photograph of nominee (if the nominee is selected).
- Send nomination to Aviation Hall of Fame, P.O. Box 5020, Bismarck, ND 58502 before November 30th of this year. Any questions, please write or phone (701) 328-9650.

("Director's Chair" continued from page 3)

of Fame teamed to provide a special event day, collectors cachet with the net money going to the Hall to help finance that project. Thanks to Dianne Herr, Turtle Lake postmaster, for coordinating this special event. If you haven't seen the aviation stamps, they are worth seeking out!

On August 26th, one of the state's Aviation Hall of Famers was inducted as a Theodore Roosevelt Award winner. Carl Ben Eileson of Hatton was selected and inducted to the Roughrider Award Group by Governor's Edward T. Schafer in Hatton during the Capitol for a Day activities.

The spring and summer of 1997 has come and gone. We should stop to think how lucky we are that the loss of life was so minimal. The challenge now is do it right on the reconstruction of the eastern region of our state.



Fliers and visitors from throughout the region were welcomed to Beulah's airport on June 13th for their annual fly-in.

**NDAQ
NEXT DEADLINE
OCTOBER 1st
DON'T BE LATE!**

*Upper Midwest Aviation Symposium '98
"A Celebration of Aviation"
March 1-4, 1998
Radisson Inn Bismarck
Be There!*

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