

NORTH DAKOTA

Aviation Quarterly

Issue #36

NDAC

Spring, 1997

Chairman's Corner

by Dan Vigesaa, Chairman, NDAC

The North Dakota Aviation Council enjoyed an other successful symposium in spite of the blizzard conditions that prevented many from the eastern part of the state from attending. We had some exciting and spirited presentations. All of us felt moved and rewarded to be there when the North Dakota Hall of Fame was inaugurated.

All the members of the Council would like to thank you personally for joining one of the organizations that help make this kind of symposium possible here in North Dakota. I am the lucky one. I get to do it. Thanks to all of you for your support.

One of the best parts of the entire symposium for me was the overwhelming response to the survey. A whopping 30% of those present responded. Normal survey response is only about 2% or 3%. Most of the responses, (34%), came from the Pilots Association, 17%, came from PAMA, 11% came from AAA, 11% from the airports association, 14% from the exhibitors, and the rest (15%) from all of the other attendees. The responses clearly define some of the themes of next year's presentations and helped focus the activity of the Council.

Most of the respondents (92%) felt that the Symposium should provide a way for the industry to meet various currency requirements. The Council will aggressively pursue recertification programs for IA mechanics and agricultural applicators during PAMA and AAA presentations in the future. We plan to qualify the Pilots Association schedule as the ground instruction part of a biannual flight review and provide qualifying presentations for the Wings program.

Question number 7 asked if the council should advocate for our organization members when they have conflicts with the FAA. More than 95% of the respondents said "yes." Many qualified their response by saying that this should be done only when the conflict is

(Continued on Page 10)



Why is this man smiling? Because immediate past chairman of the NDAC, Fred Adams, won't have to be judging another bowl of chili until next year! For more highlights from this year's symposium, look inside.

1997, A Year to Celebrate!

by Bob Simmers

1997 is a milestone for aviation in North Dakota. Several areas of aviation are celebrating 50 years of service in the state. It was 50 years ago that the North Dakota Aeronautics Commission was first commissioned, it was 50 years ago that the National Guard was commissioned in North Dakota and it was 50 years ago that the Air Force became interested in North Dakota.

A celebration is being planned for July 26, 1997 at the Bismarck Municipal Airport. Activities will start early with a fly-in /airport breakfast and end that night with a Bar-B-Que/Hanger dance with a live band. Numerous displays and fly-bys are scheduled to highlight the day. The ramp will be open to the public and airplane rides will be provided.

We are seeking static and fly-by displays from all areas of aviation. We want to represent all areas of aviation in the state over the past 50 years. If you can contribute, please contact Bob Simmers, 223-4754 or Dan Vigesaa, 224-8053. We are looking for static displays of historical aviation interest. If you are interested in contributing in some form, again contact us. Our goal is to have the Bismarck GA ramp overfilled with aircraft and people to celebrate. Come join us July 26, 1997 at the Bismarck Airport.

We hope that you will plan on joining us. If you do, plan to come early and stay late, or even overnight. We look forward to seeing you. Mark your calendar now!

From The Editor:

Andrew S. Niemyer Editor-in-Chief

As the waters recede from the Red River Valley this spring, we in the aviation industry here in North Dakota have our hands full. Many of our neighbors were unable to get their aircraft, shops and business equipment to high ground in time. Many people saw water lapping perilously close to the undersides of their aircraft and up towards the top of shop benches. While some airports came out of the ordeal high and dry, others are, as of this writing, still deep under water. The economic impact of this calamity on North Dakota's aviation industry is still unknown, but it will be, without a doubt, very high.

We all can help, as has been said before in this column, by "shopping North Dakota" whenever feasible. Many of our Council members have been hard hit by the floods. If each of us tries a little bit to help, by giving some part of our aviation purchasing to one of our fellow Council members, we will all ultimately benefit.

As you can see from the schedule printed elsewhere in this edition, there are a lot of fly-ins and airshows this summer. Take the time to go. More importantly, take the time to take your family and neighbors to one of these great events. The success of our airports and ultimately our own member organizations is through community support. Such support is very often a result of exposure and that comes from letting people see how much fun our get-togethers are and how much people make up the economic lifeblood of our aviation industry.

On a lighter note, this editor had the exceptional privilege recently, courtesy of his other employer, the United States Navy, to return to Naval Air Station Fallon, NV to attend a course at the Navy Fighter Weapons School, a.k.a. "Topgun." In the few short days I was at their new desert facility, I had a chance to meet our newest generation of F-14 and FA-18 pilots and Radar Intercept Officers. (RIO's) For those who have wondered how things have fared in this era of radically reduced military aviation expenditures I bring good news: The warrior spirit has not been diminished one bit. These young men (there has not been enough time for there to be a women to be selected as a Topgun instructor) are at the tip of the spear, and they are there without flinching. The spirit and attitude of unblinking professionalism, pride and confidence are there. Just as they did nearly 30 years ago, these people are teaching Navy and Marine

Corps fliers each and every day how to fight and win the first and any engagement. For an old attack aviation type as this editor, it was a treat to see that the generation of carrier fliers that have come in the nearly five years since my last "trap" are still out there and willing to take on and beat all comers.

AIRSHOWS/FLY-IN DATES FOR 1997

June 7	Bowman Airport	Breakfast/Entertainment	526-5504
June 14	Beulah Airport	Breakfast/Entertainment	873-2259
June 15	Mandan Airport	Breakfast/Entertainment	663-0669
July 5-6	Fargo Airport	Airshow	241-1501
July 19-20	Casselton Airport	Airshow	347-4680
July 26	Bismarck	NDAC 50th Anniversary	328-9650
July 27	Minot AFB	Northern Neighbors Day	723-2347
September 21	Turtle Lake	Breakfast	448-2252

KINDER & GENTLER...

If you think you're frustrated with FAA language, here's what one FAA employee thinks of things since his transfer inside the beltway:

"I've been in our nation's capital for a little over two months now. I've attended more meetings in these past nine weeks than in the entire 10 years of my FAA career to date. It's been...interesting.

Recently, I was at a two-day workshop where the new way of doing business was being "invented." Never...and I mean NEVER, have I heard so many buzzwords and catchy phrases bandied about with such glee. I took it upon myself to craft a vision statement for this particular organization based upon the plethora of wonderful, but semantically null, utterances I was privileged to experience. This statement is, of course, in the draft stage and your comments and input are welcome.

"An empowered organization with the ability to affect a paradigm shift in the mission needs arena and proactively apply metrics that analyze the efficiency of the requirements process, while joining the agency-wide push to segue into a lean and effective corporate business model."

Please submit comments to Doug Thompson (ARW-1) by close of business September 1, 2015. We apologize for the short notice and appreciate your efforts in the modernization process.

"Doug@teensy/bit.cynical"

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PLEASE RETURN!

Will the South Dakota pilot who has the A-6 and AOPA videos please return them to the NDAQ editor.

Thanks!

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COPY DEADLINES

Summer-July 15
Fall- October 1
Winter-December 15



From the Director's Chair:

As I sat to write my words of wisdom for this Quarterly, two of my counterparts from Montana and New Mexico beat me to the punch and both said it in different ways than I may have. But they say it with the passion needed to do something for our industry, sport or whatever you want to label it. Aviation is in trouble and Mike and Pete tell you why, so please read and think.

NCARC Appointments A Sham

Michael D. Ferguson, Administrator
Montana Aeronautics Division

Preprinted with permission from "Montana and the Sky" The National Civil Aviation Review Commission (NCARC) was mandated by Congress to assess the financial needs of the FAA and to come up with funding recommendations to best meet these needs. Congress stipulated that thirteen appointments were to be made by the Department of Transportation administration and eight to be made by congressional leaders. Congress listed general aviation first among the industry segments to be represented on the Commission. However, not one single appointment was made to officially represent GA. Eight of the appointees are from the airline community and eight represent airports, including the head of the American Association of Airport Executives (AAAE). The FAA (DOT) has, for as long as I can remember, touted the states as a full partner in the development and maintenance of the national airport and airways system. Even though the states are a major player, providing over \$50 million for the airport and airway system annually, they were

also ignored. The National Association of State Aviation Officials (NASAO) President Henry Ogrodzinski stated, "The states have been mugged by the federal government." Aircraft Owners & Pilots Association (AOPA) President Phil Boyer questioned the appointment of so many airport people stating "while airports are the beneficiaries of aviation user taxes, they do not contribute a penny in user fees that fund the FAA or the FAA air traffic control system." Boyer stated, "With so many vested interests, how can this commission objectively evaluate public policy options that might adversely affect commission members specific interests, even their own employment?" General Aviation Manufacturers Association (GAMA) President Ed Bolen said, "It is unbelievable that the Department of Transportation chose to ignore such a large segment of the industry. It simply cannot be an oversight on the part of the administration." House Aviation Subcommittee Chairman Rep. John Duncan (TN) told National Air Transportation Association (NATA) members, "You have every right to be upset about the makeup of the NCARC. General aviation really got shortchanged." In a recent letter I wrote to our Montana Congressional Delegation I stated that the administration, in their obsession to privatize the ATC system and impose new user fees to totally fund the FAA, have "stacked the deck" to assure the results of the NCARC recommendations.

It is my opinion we should accept the fact that we are going to see a totally user fee funded FAA and a privatized ATC system. If you have any concern over this you should write or call Senator Baucus, Senator Burns, and Representative Hill.

The Fat Lady Is Singing The Second Act, & It's Not A Pretty Sight

By Pete Alexander
Director New Mexico Aviation Division
Preprinted with Permission from "General Aviation News & Flyer"

SANTA FE, New Mexico—Believe me, it's getting as old and worn out for me to tell it as it is for you to hear it. Yet the tale must be told, so grab a beer, plop down in a comfy chair and consider the following.

I recently returned from an annual legislative visit to Washington, DC, where state aviation officials from around the country were primed, pimped, prodded and plowed under by staffers, economists and raconteurs from all walks of life. Their message was unequivocally clear: User fees are coming. Period. No discus-

sion. Have a nice day.

It's a done deal. The National Civil Aviation Review Commission (See *GANews & Flyer*, April 4) will determine that user fees are the solution to what ails aviation. Thanks, Bill.

Let me fill in some blanks.

The criteria for the National Airport System was established in 1947 and essentially remains unchanged today. Unfortunately, that criteria does not jibe with the reality of today, nor does it mean anything to the Clinton administration and their "diaper doughboys" at the Transportation Department and the FAA.

What does matter to those bearing scalpels is that general aviation, during that entire time, has never paid for itself within the national transportation system and, therefore, generates zero sympathy from the bureaucrats who run the world.

So, what is the best way to get a handle on funding the FAA and really stick it to GA? Abandon their airports, of course. Clinton has proposed reducing the Fiscal Year '98 AIP budget from \$1.45 billion to \$1 billion while simultaneously pushing to collect as much as \$400 million in user fees in '98 and fully funding the FAA through user fees in '99. How's that for a milestone chart?

Now, switch hats to the "I'm here to help you" FAA. From their very own forecasting department comes news that their needs are 30% greater than the anticipated amount that might be available under the balanced-budget umbrella. Oops! Let's look deeper into the unsightly bowels of the FAA's budget crunching machine, shall we?

Did you know that 60% to 70% of the FAA's budget goes towards paying controller salaries? I am not making this up. So, while the FAA will spend gobs of time figuring out where to throw its limited funds (ATC, facilities, etc.), you can be certain that airports—especially smaller, AIP-dependent fields—will get squeezed out first. It is inevitable that the FAA's unwritten mandate will be to dump the care of small airports onto the states and—here's where you come in—the users. Did somebody mention "fees"? Has anyone heard a rumor that the states are flush?

Estimates by aviation alphabet groups and even the FAA show that airports in the United States will need anywhere from \$6 billion to \$10 billion annually just to keep up with the demand of increasing utilization. Now, given that the largest 150 or so airports could easily live off of PFCs and bonds, one would think that the remaining AIP funds would be enough to support the smaller airports.

But in a system funded by user fees, every effort will be made to milk the customers. After all, that's where the source of income is, and the harder you squeeze, the more juice you get. And if GA pilots have to pay a fee every time they file an IFR flight plan, get a weather brief, register an airplane and get a medical, who

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(Continued from Page 2)

knows how many we'll lose? The way the national trend is going, there will be a little over 530,000 pilots nationwide by the turn of the century—down from 710,000 in '86.

Forget GA Team 2000 nonsense. How many more pilots will hang it up? Fewer pilots means fewer operations at airports, which means under-utilized airports, which will be targeted for abandonment, both fiscally and functionally. That will mean fewer opportunities for new pilots, and the dragon will continue to consume its tail, much to the pleasure of the feds. The flying public, from passenger to corporate aircraft owner to Kitfox flier, will wind up financing the FAA 100%.

Want to see the smoking gun? The National Civil Aviation Review Commission has been tasked with considering the findings of the contracted folks at Coopers & Lybrand, General Accounting Office studies, FAA analysis and the omnipotent Gore Commission. It must report to Transportation Secretary Rodney Slater by August.

Would you like to know who has been appointed to this gang of 21? Well, among others, the mayor of Atlanta (huh?); the president of the American Association of Airport Executives (not exactly a big supporter of general aviation); a Boeing vice president; a United Parcel Service vice president; veeps from Delta and Northwest; a Transportation Department attorney (as useful as you-know-whats on a wart hog); a "fellow" from the Brookings Institution; a Louisiana Supreme Court justice (excuse me?); a managing director from Lehman Brothers (yeah, the same bros who privatized Canada's airspace system); a rep from the Air Line Pilots Association; and—this is my favorite one—a vice president from the *Association of Flight Attendants!* I am NOT joking here! I mean, what in God's name does a flight attendant—any flight attendant—know about the FAA, let alone how to fund it?

I'll admit, I was getting nauseous reading that list, but when I came to that last one, I immediately began projectile hurling. About the closest thing we have to GA representation on the commission is Larry Pressler of South Dakota, a pilot and Former U.S. senator; and a state representative from South Dakota who happens to be an FBO owner (who did South Dakota pay off?).

Any EAA, AOPA or state aviation official representation on that board? Nope. Well, who'd want to be a member of a club that would invite someone from general aviation, anyway? And since we already know what their answer will be, it's just another kangaroo-court fiasco for the books.

Did you hear the one about the National Park Service wanting to establish an office within the FAA? Yep. Do they want to build on their victories with airspace control over the Grand Canyon and Rocky Mountain national parks? Yep. Do they plan on eventually con-

trolling airspace over national parks, national forest, wilderness areas and Bureau of Land Management and Native American tribal lands? Yep. Know what that will mean to GA pilots in New Mexico? Time to move—to Belize.

Or what about Gore's desire to have all of the FARs rewritten? Does that bring a sense of warmth to your heart? I guess a few questions remain like, "How can the feds be promoting Free Flight if it gives up airspace to the Park Service? Oh, that's right; it's Free Flight in the PCA, of course! How could I be so stupid?"

Oh well, I guess the GA community couldn't have done anything anyway. After all, they believed for decades that the airlines would remember their roots and look out for them. Ha, ha, ha; that's really funny!

And I guess they could have gotten more organized, hired some good lobbyists and fought it out in the trenches, like the big boys. But no, they let AOPA be their voice while they were busy complaining about fuel prices, lousy maintenance, crummy airport conditions and shoddy FBOs. I guess that plan didn't work out too well, either, huh?

I've heard it all before, folks. Too late now. Can you guess what tune they will play at the Kitty Hawk celebration of 100 years of flight on Dec. 17, 2003? Taps. The age-old adage applies to all of us this time around: The difference between genius and stupidity is that genius has its limits. So until you hang it up, happy flying, campers!

AIRPORT ASSOCIATION NEWS

By *Jim Lawler, President*

The symposium has come and gone, and I would like to thank the speakers who helped make the sessions informative and interesting. Thank you to all that attended, and if anyone has any comments please contact me. I would also like to thank Mark Holzer with the North Dakota Aeronautics commission for all his help on scheduling, securing speakers, and work on the Airport of the Year program.

Congratulations to General Aviation Airport of the Year, **Grafton** and to commercial Air Service Airport of the Year, **Minot**. Both awards are well deserved.

I would like to thank the past board members for their service to AAND and introduce the new board members:

Curt Aalund
President
Bottineau
228-5265

Mike Ryan
District 1 Representative
Minot
857-4724

Steve Johnson
District 3 Representative
Grand Forks
795-6981

Tim Thorsen
District 5 Representative
Bismarck
222-6502

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225-1062

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256-3776

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District 4 Representative
Fargo
241-1501

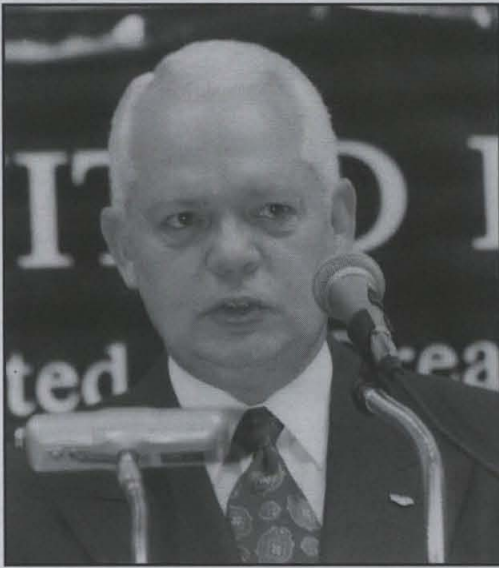
Todd Hanson
Past President
Jamestown
252-6466

In closing, I welcome the Bismarck FAA Airports District Office to the newsletter. From time to time they will provide input about ADO issues and safety. Below is a short mission statement and introduction:

Federal Aviation Administration Airports Organization

The mission of the Airports Organization is to provide leadership in planning and developing a safe and efficient national system to satisfy the needs of the aviation interests of the United States, with due consideration for economics, environmental compatibility, local proprietary rights, and safeguarding the public investment.

The Bismarck Airports District Office, located at 2000 University Drive, Bismarck, North Dakota, is committed to the airport systems of North and South Dakota. The Bismarck Airports District consists of Irene Porter (Manager), Thomas Schauer, Brian Schuck, and Janelle Stocking.



Dr. Jerry Cockrell had 'em laughing at presentations throughout the symposium. Here he is entertaining Tuesday's luncheon guests.



The fun, fellowship and camaraderie that epitomizes the UIMAS can be summed up in the faces of Harvey and Joyce Hirning (right & center) and friends at one of this year's luncheons.

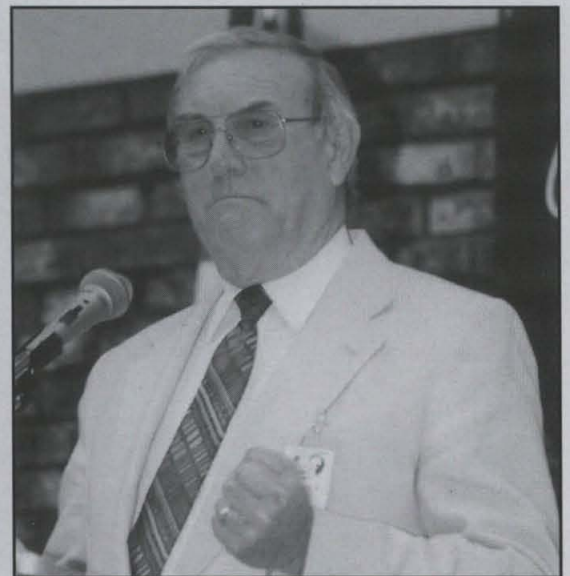


Jack Daniels, long-time Aeronautics Commissioner and State Aviator is honored with the "#1" edition of the Commission's new 50th anniversary airport guide.

UMAS '97 PHOTO HIGHLIGHTS



Governor Ed Schaffer and Turtle Lake postmaster, Diane Herr, an avid pilot and '99 herself, debuted the 1997 Classic American Aircraft stamp sheet due out soon from the USPS.



Missouri State Aviation Commissioner and NASAO president, Henry Ogrodzinski, stresses a point in his talk to attendees at this year's UIMAS held in March.

North Dakota Aviation



HALL OF FAME

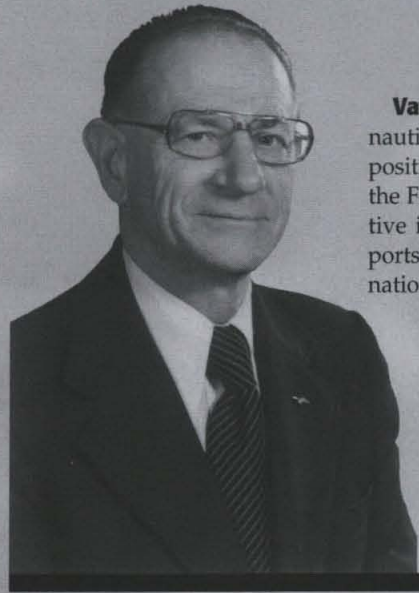
North Dakota Honors Ten In Hall of Fame Inaugural Induction

Ten of North Dakota's outstanding aviation leaders were honored March 4, 1997 in ceremonies at the Upper Midwest Aviation Symposium. The North Dakota Aviation Hall of Fame took center stage at the annual banquet as five deceased and five living "legends" in the state's aeronautical history were honored as the first inductee's in the new organization's first annual awards ceremony.

The inductee's were representative of the state's rich and colorful past and present participation in aviation history on state, national and international scenes. Each and every one were represented by families or in person, and each received a large plaque, in the outline of state, honoring the event.

Inductees included Harold Vavra (1914-1992); Carl Ben Eielson (1897-1929); Art Sampson (1900-1962); Charles Klessig (1911-1985) and Alfred C. Pietsch (1926-1995). Others inducted are BGEN Duane "Pappy" Larson, Oscar Ness, Leland Brand, Thomas Nord and Jack K. Daniels.

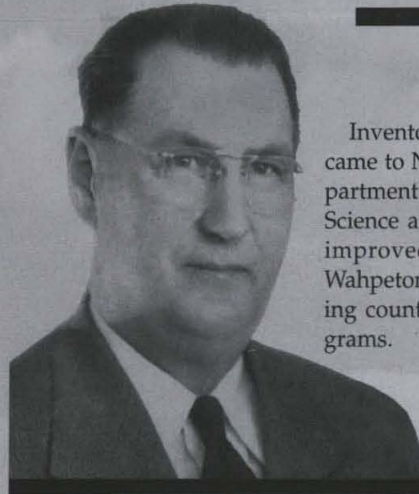
The Aviation Hall of Fame will be located in the main passenger terminal at Bismarck Airport. Construction of the Hall of Fame area is slated to begin soon.



Vavra was the second Director of the Aeronautics Commission, serving 38 years in that position, until 1986. He helped write many of the Federal Aviation Regulations and was active in developing legislation regarding airports and aviation on the both the state and national levels.



Eielson left North Dakota to become a true aviation pioneer in Alaska, developing and flying airmail routes throughout that state. In 1928 Hubert Wilkins and he made the first successful non-stop flight over the North Pole and later the same year Eielson piloted Wilkins in the Antarctic. He was awarded the Harmon Trophy by President Hoover in 1929.



Inventor, educator and experienced pilot **Art Sampson** came to North Dakota in 1928. He headed the aviation department at what was then the North Dakota State School of Science at Wahpeton. Over the next 24 years he invented improved lift devices for Piper Cubs and helped the Wahpeton department to continue to grow and thrive, training countless young pilots in both civil and military programs.



Klessig was a barnstormer, worldwide crop duster, aircraft restorer and airport manager. One of the pioneers of aerial application, he also was a flight instructor and even managed the airport at Fargo prior to W.W.II. One of his many aircraft restorations, a J1 Standard, is now on display at EAA headquarters in Oshkosh, WI.

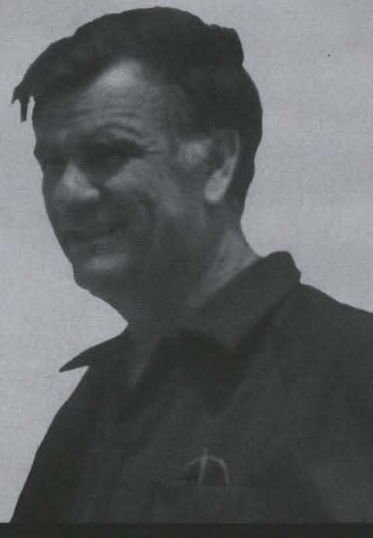


Brigadier General Duane "Pappy" Larson started flying in 1941 as an aviation Cadet with the US Army Air Force. After World War 2 ended, he returned North Dakota and managed the Mott airport. Joining the Air National Guard in 1951 he later commanded the 178th Fighter Interceptor Squadron at Fargo and helped them gain fame as the "Happy Hooligans", a name that has become official over the years. He is considered to be the original "Happy Hooligan".

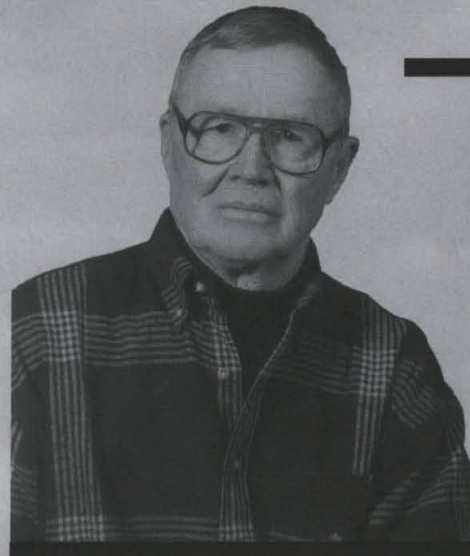


Pembina airport manager and owner and operator of Nord Aviation **Thomas Nord** is a fixture on the aerial application scene. He has sprayed at sites all over the United States, flown amphibian charters into Canada and has trained numerous pilots in the northeast part of the state. He still holds the North Dakota state Multi-place gliding record.

There are few people involved in aviation in North Dakota or central Canada who do not know **Alfred "Al" Pietsch**. A fixture in Aviation Council and Aeronautics Commission affairs, his world-wide reputation as an aerobatics performer was forged over years of precise flying demonstrations throughout North America. He was an honorary member of the Canadian Armed Forces "Snowbirds" demonstration team and a highly respected Aerobatic Competency Evaluator (ACE) fir the International Council of Air Shows.



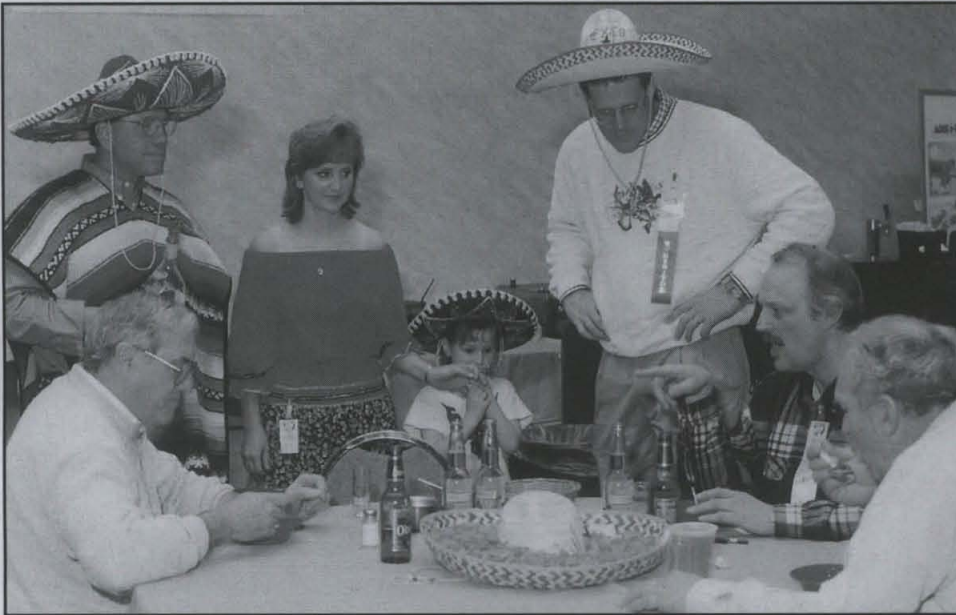
Oscar Ness was originally trained by Art Sampson at the NDSSS in Wahpeton. A Naval Aviator in WWII, he came home to Fargo and was one of the charter members of the ND Air National Guard. Over the years he helped pioneer aerial application in the state, taught numerous people how to fly and invented the fan spray pressure pump seen under countless of sprayers over the years. Like many inductees, he has also been an airport manager (Lisbon) and a tireless promoter of state and national aviation.



Leland Brand has been involved in multiple aspects of the aviation industry over the years. A civilian pilot since before W.W.II and an instructor since 1941 he has also flown in air shows, instructed, operated an air taxi service, been an aerial applicator, served on the Aeronautics Commission for 15 years and was the first President of the North Dakota Chapter of the Flying Farmers in 1946. He was also honored for his shrewd and effective representation of the state in national aviation circles.



There are few aviation personalities in the state as colorful, well known and well liked as **Jack K. Daniels**. Moving to Williston in 1946, he has served as a member and Chairman of the Aeronautics Commission, been on the board of the National Aviation and Transportation Association (NATA), helped transform the Williston airport into a thriving international Port of Entry and was a founder of the Aviation Council's core organization, the North Dakota Aviation Association. He is a recipient of the FAA's "Lifetime Achievement Award."



Final chili cookoff judges (from left) NASAO president Henry Orgrodzinski; Aeronautics Director, Gary Ness; and FAA's Wes Edwards (back to camera) sample finalists chili Monday night.



"Sucking up to the judges," a long-term tradition in the annual Monday night chili cookoff, continued the spirit of fun this year too.

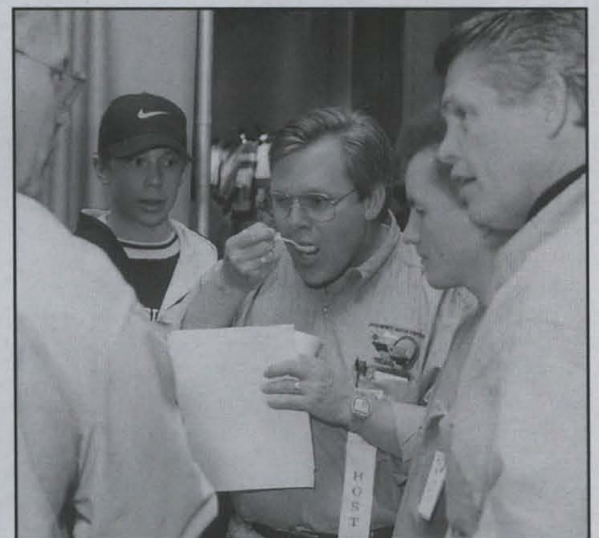


"Is there a doctor in the house?" NDPA member, Bob Scarlett, MD (right) along with his wife Kathy Scarlett, and NDFE's Mike Gunia, sampled chili cookoff contestant's best offerings at one booth.

CHILI COOKOFF FUN & GAMES



"A strong bouquet, crisp on the tongue and a light finish," seems to be NDPA judges' (from right) Ron Saeger, Bill Keyser and NDAQ Editor-in-Chief, Andrew Niemyer's opinion after surviving yet another chili sampling.



"Maybe if I swallow fast enough, it won't hurt so bad." That may be what NDAC president Fred Adams, (center), was thinking as Dan Vigessa (right) and other chili cookoff participants compared views.

NDPA NEWS

"The Future Begins Today"

Harry Hirning, President

Those words have never been more important to the pilots of North Dakota. There are lots of things on the horizon that will determine how and if we will be able to fly tomorrow. Some things look very promising and others are loaded with gloom and doom.

First the gloom and doom. The Clinton administration is proposing new taxes called "user fees" They want the FAA to be independent of the general fund. Among the new taxes are proposals to add \$100 annual airplane registration fees for single engine piston aircraft; add \$100 fees to renewal of medical certificates (in addition to the fee you pay the doctor). Fees for talking to air traffic control, fees for filing flight plans and fees to get the required pre-flight briefing.

The new commission designed to study how to get more blood from the turnip is loaded against general aviation. It is dominated by big iron (the big 7 airlines, Boeing and big city airports). They want to increase their competitive advantage over the cut rate airlines by increasing the cost of operation of the competition. The general argument goes something like this "It costs the same amount of money for a controller to talk to a BE1900 as it does a 747. So they should pay the same amount of tax.

You have several ways to make your feelings known on this subject. First and most important is to contact Senators Dorgan and Conrad as well as Representative Pomeroy. Second is join organizations that can effectively lobby for your interests. Get your friends to join too. (We always need more members in the North Dakota Pilots Association)

On a more optimistic note, navigation has never been as easy as it is with the new handheld GPS receivers. They can't be used for IFR, but they sure are great in the cockpit. They will also make it possible for you to increase the useful load on your aircraft by allowing you to discard rather than fix some of the old stuff presently in your aircraft.

The National Airspace Plan calls for shutdown of the Loran and Omega systems by 2000. NDB's will be shut down as they need major maintenance, so think twice about repairing that old ADF. The VOR's and ILS systems will be shut down by 2012. Again that will be done on a piecemeal basis. Don't expect the ILS's to be shutdown until the differential GPS system is fully operational.

Your Pilots Association is looking for ideas on things that will make your flying more fun and safer. If you have anything you would like to see, let the officers know. Among the things we are talking about are another round of

weather flying seminars, fly-in fishing or golfing days. If you know of a fly-in breakfast, help get the word out.

Support the aviation activities around the state. Get others involved. Make sure that those organizations that we depend upon help us get the word out on how to keep general aviation healthy well into the next century.

May all your flights be blessed with blue skies, tailwinds and your skills up to the task at hand.

ND Pilots Association & Aeronautics Commission Kick Off "Aviation Wannabe" Program

Intending to help stimulate aviation activity throughout the state, the North Dakota Pilots Association and the state's Aeronautics' Commission have inaugurated a new "Aviation Wannabe" program. Announced at the Upper Midwest Aviation Symposium, the program's goal is to create new pilots in the 33 to 55 year old age group throughout the state and the upper Midwest.

North Dakota Aviation Council Chairman-elect Dan Vigessa and Aeronautics Director Gary Ness explained that the crux of the program are the state's pilots themselves. Emphasizing the word of mouth promotion that emphasizes the fun, excitement and camaraderie that reaming to fly in a community atmosphere can be, they proposed a multifaceted strategy for the program. Use of abundant advertising, encouraging local pilots to contact and talk to their non-flying friends and utilizing both traditional and direct mail campaigns were highlighted by the two.

Phase One of the program would invite those interested in learning to fly to an informational meeting featuring a free meal at their local airport. Local pilots who want to attend would have to bring at least one friend to the program. Local instructors and other representatives of local aviation businesses would also attend. The program was characterized in the announcement as a "Celebration of Aviation"

Shortly after the meeting, the second phase of the program would offer would-be students the first two hours of ground school. The ses-

sion would include everything needed in a pre-flight associated with an introductory flying lesson. The new students would all attend this session at the same time, to reinforce the group effort and sense of shared experience in the event.

Finally, in Phase Three, each "wannabe" would be given a complete introductory flight lesson. A nominal fee would be charged. In Illinois, which already has a "Wannabe" program, the fee is \$25.00.

Vigessa and Ness emphasized that "a dynamic and enthusiastic flight instructor is one of the essential elements of this program." While advertising and word of mouth can bring the curious out to the airport, and local pilots can fuel the interest and excitement, the "overall success depends upon the flight instructors."

They also pointed out that the encouragement of Fixed Base Operators who are committed to the program is instrumental to its success. They will help keep the airplanes clean and in sound mechanical order and the ground environment one people will find a pleasant place to ream.

Other benefits of the program will include a heightened public awareness of the role their airport serves in the general economic and quality of life in their community.

Besides increased fuel sales, aircraft rentals and potential sales, the program will help showcase business and recreational aviation in their community.

The program will split roles between the Aeronautics Commission and the Pilots Association. The Commission will be the developmental lead, coordinating direct mailings, newspaper and trade magazine ads, as well as providing some secretarial record keeping support. They will work closely with the FBO community to ensure that flight instructors and FBO's get signed on ready and meet their commitments within the program. One key will be ensuring each student and his or her schedule are fully committed to by the instructors, FBO's and the student's themselves. The Commission will also work with the local presenters to provide a base advertising package, including press releases to all local print and electronic media outlets. Any community service clubs or organizations are also invited to work in the program.

The NDPA will handle reception, registration, master of ceremonies and food service support at each meeting. They will encourage those pilots attending to join the NDPA as well as their student "wannabe". They will work very closely with the Commission and local FBO's and instructors to make the program as much fun for the students as they find flying to be themselves.

The program is projected to be kicked off May 16th in Bismarck and will spread to other cities throughout North Dakota in the next few months.

AOPA NEWS

AWC AIRLINE-STYLE WEATHER BRIEFINGS NOW AVAILABLE TO AOPA MEMBERS AT 20% DISCOUNT

American Weather Concepts is now offering a 20% discount to AOPA members on the same weather briefing services it provides to major airlines. This complete suite of real-time graphic and textual weather products is available through AOPA ONLINE in the Members Only area <www.aopa.org>.

"For many pilots, the free weather graphics and information already available on AOPA ONLINE Aviation Weather will supply everything needed for VFR flight planning," said Andrew Horelick AOPA senior vice president for products and services. "But other pilots may prefer a professional, airline-style weather briefing for the most up-to-the-minute weather images available."

American Weather Concepts (AWC) is one of the technology leaders in weather information services, providing enhanced weather products to a wide variety of clients including airlines such as TWA and Reno Air and charter services such as Executive Jet.

Through an exclusive agreement, AOPA members may subscribe to AWC Basic Services for \$4.00 per month - a 20% discount from the published subscription price. That provides unlimited access to AWC weather graphics and textual information. For an additional \$2.40 per month, members may also have unlimited access to real-time NEXAD Doppler radar images - the same services provided to the airlines.

Among the many enhanced weather services available to AOPA members through this special offer from American Weather Concepts:

• **Animated Weather Loops**

Three-hour "loops" of both the national infrared satellite images and composite radar images. These moving images - similar to those used by TV weathermen permit a pilot to view the progress of storm systems across the country.

• **AvCast & QuickCast**

Easy-to-use graphical interfaces that collect all of the information needed for a complete weather briefing, including decoded METAR reports for the U. S. and Canada, area forecasts, TAFs, SIGMETS, pilot reports and regional NEXRAD Doppler radar and satellite images.

• **Storm Track**

Movement and evolution of major storms in the U. S. and Canada.

• **Weather Depiction and Surface Station Maps**

Updated hourly, both maps include data for both the U.S. and Canada.

THIS JUST IN:

(As we went to press this letter from FAA headquarters was received by the Quarterly. More in our next issue.)

May 23, 1997

Dear Mr. Adams:

Acting Administrator Valentine has asked me to respond to your letter of April 14 concerning the Fargo, North Dakota, Flight Standards District Office (FSDO).

As you are aware, we recently conducted an evaluation of the Fargo FSDO. The evaluation report included a number of recommendations. After careful review of the report, we asked that an action plan be developed to implement the changes recommended by the evaluation team. The Great Lakes Flight Standards Division manager worked with the Great Lakes Regional Administrator and the Fargo office manager to develop this action plan.

The plan identifies a number of actions that the office will undertake. They include:

New Procedures

- Develop a new office procedure to improve processing time of FAA Form 337, Major Repair and Alteration;
- Establish a new office procedure to ensure that manuals and other documents returned for corrective actions provide adequate explanations of all deficiencies; and
- Develop a procedure to involve the manager or assistant manager in issues where technical guidance is being changed to ensure responses meet all regulatory requirements.

Improved Communication

- Conduct regularly scheduled customer feedback visits; and
- Communicate with the aviation community through a quarterly newsletter.

Additional Training

Office personnel will receive training on:

- Effective interpersonal communications;
- Conflict resolution; and
- A specially designed course on constructive communications while fulfilling regulatory enforcement responsibilities.

Information Sharing

- Develop a packet of guidance materials for new applicants requesting operator and air agency certification;
- Prepare and present to the public a program on how to read and understand Federal Aviation Regulations and how to develop a useful and effective air taxi manual; and
- Develop and present a Federal Aviation Administration approved inspection authorization renewal meeting.

The Great Lakes Flight Standards Division manager will conduct a follow-up evaluation and hold meetings with aviation industry and state aviation officials to assess the impact of these changes and to solicit their comments and input.

I believe the above actions are fully responsive to the issues you raised in your complaint. We want to assure you that appropriate measures will be accomplished in order to alleviate the perception that some have of the Fargo FSDO.

Sincerely,

Guy S. Gardner

Associate Administrator for Regulation and Certification

Severe Weather Watches

- **Flight Level Hazards - U.S. and Canada**
- **Airport Weather Delays**

A 24-hour forecast of weather-caused airport delays in the U.S. and Canada.

Much of the weather data available through an AWC subscription is updated more frequently than free graphics available on the Internet. For example, AWC updates composite radar and NEXRAD Doppler radar images every 15 minutes, satellite images every 30 minutes.

"AOPA always strives to find the best product at the best price for our members," said Horelick. "For those pilots who need the most complete and up-to-date weather information available, AWC services are among the very best. And with the discount to AOPA members, they're a great value as well."

AOPA members may sign up for a free, 14-day trial subscription to American Weather Concepts services through AOPA ONLINE.

First-time visitors to the AOPA ONLINE Members Only area will need their AOPA member number to register.

NDAAA NEWS

PILOTS IN COMMAND AT NDAAA FOR '97

Congratulations to the newly elected officers of the North Dakota Agricultural Aviation Association.

President *Mike Deck*
RR 2, Box 36, Hillsboro, ND 58045, 701/436-5880/fax 436-5881

Vice President *Jim Plath*
4875 158th Ave. SE, Davenport, ND 58021, 701/645-2244

NDAC Representative *Bill Beeks*
PO Box 398, Washburn, ND 58577, 701/426-3796 (H), 701/426-3593 (O)

NW Director *Gene Knutson*
Box 39, Tioga, ND 58852, 701/664-2760

Also, thank you to those continuing in their elected positions.

NE Director *John Jensen*
2016 4th Ave. N, Grand Forks, ND 58201
701/772-6510/Office 218/773-0808

SW Director *J.B. Linquist*
PO Box 429, Hettinger, ND 58639
701/567-2223/Office 567-2069

SE Director *Rick Hoistad*
PO Box 221, Forman, ND 58032
701/724-3068/Fax 724-6235

NAAA Director *Dale Faust**
PO Box 1029, Casselton, ND 58102
701/347-4723/Fax 347-5642

*Dale Faust serves as the alternate NAAA Director while Rick Hoistad serves as NAAA Vice President

MEMBERSHIP

Thank you to those who have paid their 1997 membership to the NDAAA. Membership fees are still being accepted. Please forward the correct amount to NDAAA, PO Box 843, Wahpeton, ND 58074, if you wish to become a member of the Association. The fees are:

Operator Membership	\$50.00
Pilot Membership	\$10.00
Allied Membership	\$50.00
Associated Membership	\$10.00

PATTERN TESTING WEATHERED OUT

The weather was not favorable during the scheduled pattern testing of Minnesota and North Dakota ag aircraft. It may be difficult to reschedule an all-day event thus arrangements can be made directly with Vern Hofman, NDSU Extension Service. Please contact him at 701/231-7236 if you are interested in pattern testing now or later in the season.

SERVICE & DEDICATION

Ostlund Chemical was the recipient of the NDAAA 1997 Service Award that was given during the banquet at the Upper Midwest Aviation Symposium. The Association appreciates the continual support offered by Ostlund through their education programs and the "Ostlund Air Force". Elton Ruble of Elf ATO Chem demonstrated his endorsement of ag aviation educational programs with a \$600 donation. The funding for this donation is generated from the sale of Penncozeb and Penncap by aerial applicators. The NDAAA is thankful for the continued support received from these companies and other who have been so generous.

Let's Celebrate!

The Aeronautics commission will observe their 50th Anniversary with a celebration on Saturday, July 26, 1997, at the Bismarck Airport. The event will include displays, fly-bys and hangar dance in the evening. The Association has been asked to locate agricultural sprayers for displays and fly-bys. Please contact the NDAAA at 701/642-5777, if you have vintage (Stearman, PA-11 or similar) or contemporary aircraft that can be displayed. This is an opportunity to promote agricultural aviation plus demonstrate our appreciation to the North Dakota Aeronautics Commission for the leadership it has shown over the last 50 years.

(Chairman's Corner continued from cover)

significant. I think the entire Council agrees that this is an important qualifier.

The work has already begun. Members of almost every one of the organizations that make up the Aviation Council have been affected by unusual FAA rulings. The Council and the Aeronautics Commission have jointly begun to catalogue these unusual rulings and present them to the top levels of the FAA. As soon as we know something we pass it along. We are committed to fostering cooperation between the industry and the FAA as we work together toward the common goal of maximum achievable safety.

You can do several things to help:

- *Support your member organization and encourage everyone who eligible to join.*
- *Communicate with the Council representative from your organization. Let him know what the Council is doing right and where it needs to do better.*
- *Consider joining other member organizations if you are eligible. Our only strength comes from our numbers. This is always true when we try to influence legislation.*
- *Attend every symposium and encourage your friends to attend. The work of the council is expensive and the only*

income the council receives is from the symposium. Member organizations pay nothing to belong.

Your Aviation Council is committed to making the symposium bigger better and more valuable to you, a member, every year. Some of the new responsibilities that the organization members have mandated to the Council will give us a new voice and a powerful influence in the future of a new era in aviation. Let us know how we are doing. Until next March, thanks again for your participation.

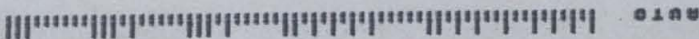
NORTHERN NEIGHBORS FLY-IN SCHEDULED FOR MINOT

On July 27th Northern Neighbors Day will be celebrating both the 50th anniversary of the United States Air Force and 40th anniversary of Minot Air Force Base. Air show activities will include flying demonstrations by the U.S. Air Force F-16; U.S. Navy; F-18 and simulated Protechnic Bombing runs will be demonstrated by the B52 Stratofortress. Canadian participation will include flying demonstrations by the CAFB Moosejaw Tudors, a military and civilian static display of current military aircraft and World War II aircraft will be present.

A civilian aircraft fly-in is planned. This will include a pancake breakfast and FAA Aviation Safety seminar. Pilots and passengers will be allowed to park on the base and also attend the air show activities. To participate in this fly-in activity please contact Minot Air Force Base operations for the necessary landing waivers and scheduling. The base operations phone number is 701/723-2347.



Aviation Art Contest winners, (age 6-9) Edward Urban, David Basaraba, Joeseoph Odermann; (age 10-13) Miranda Walks, Eric Price, Jessica Kovaloff; (age 14-17) Matt Heyde, Rachel Stewart, Brad Walhood, were honored by UMAS '97 participants at a luncheon held during the symposium. (Not all winners are pictured)



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