

THE NORTH DAKOTA



AVIATION COUNCIL

PRESENTS THE 1997

Upper Midwest Aviation Symposium



INTRODUCING "THE NORTH DAKOTA AVIATION HALL OF FAME"

MARCH 2, 3, 4 & 5, 1997

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Registration (after Feb. 21)	\$50.00
Spouse	\$15.00
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One Day Pass	\$25.00

Featured Speaker
Dr. Jerry Cockrell



NORTHWEST
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Featured Speaker
Governor Ed Schafer

Aviation Quarterly

Issue #35

NDAC

Winter, 1997

CHAIRMAN'S CORNER

Fred Adams, Chairman ND Aviation Council

Make plans for the upcoming Upper Midwest Aviation Symposium. The dates are March 2-5, 1997. Location is the Radisson Inn in Bismarck.

The first North Dakota Aviation Hall of Fame induction ceremonies will be held during the annual banquet on Tuesday evening. The Hall of Fame committee made their selection during early January. Plan on being there to be part of the action.

Governor Edward Schafer will be speaking at noon on Monday, March 3, 1997. The North Dakota Aviation Council appreciates our governor being able to come and talk to the statewide aviation organization.

Tuesday's luncheon speaker will be Dr. Jerry Cockrell. You will read more about Dr. Cockrell in this issue of the Quarterly, so read on.

The NDAC was hoping to hear the results from the FAA's customer survey conducted late in 1996 before this issue was in print, but no word has come back yet. The customer survey team have completed their report and forwarded it for action.

All the member organizations are busy finishing their plans for symposium. It is going to be a great time. Get your registrations in early. Plan on coming early and staying late. There are old friendships to renew and new ones to make. See you all on March 2-5, 1997 at the Radisson Inn in Bismarck!

NORTH DAKOTA AVIATION HALL OF FAME

The Hall of Fame Committee has compiled a mountain of submitted information of candidates for the charter group of the Hall of Fame. A Hall of Fame logo and the first class of members will be unveiled at the Symposium. Please join us, Tuesday night, March 4th.

Symposium '97 Features Aviation Hall of Fame, Humorist and Lecturer Cockrell, Governor Schafer, Aero Commission's 50th

The 1997 Upper Midwest Aviation Symposium will see the March 2-5 event filled with spectacular events. This year's gathering at the Radisson Inn, Bismarck will feature the official unveiling and induction of the first members of the North Dakota Aviation Hall of Fame. The gala event will be held the evening of March 4, 1997. Over the past 12 months a select committee of North Dakota Aviation Council members, state Aeronautics Commissioners and at-large members have combed the recommendations provided them from the aviation community of the state and have made their selections from among the many people, past and present, who have made significant contributions to North Dakota's place in the world of aviation. The inductees, their families and representatives will be honored by Symposium attendees at the annual Symposium banquet. The creation of the North Dakota Aviation Hall of Fame was announced at last year's Symposium by 1995-1997 NDAC Chairman Fred Adams.

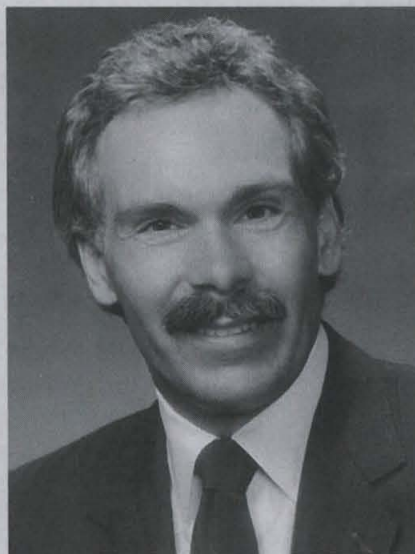


Dr. Jerry Cockrell

Aviator, humorist, human factors expert and psychologist Dr. Jerry Cockrell will make appearances at the 1997 Symposium. He will speak at the Awards and Recognition Luncheon to be held at Noon on Tuesday, March 4. Frequently characterized as a cross between Steve Martin, Andy Griffith, Zig Ziegler and Jerry Clower, Cockrell is a unique speaker who is a pioneer in Crew Resource Management. A former Boeing 737 Captain with over 10,000 hours flight time, he has conducted CRM and Check Airman seminars for such air carriers as Alaska Airlines, UPS, Frontier Airlines, ONA, Wien and Mark Air. His "down-home" style, hilarious anecdotes and insight have delighted, entertained and educated audiences around the world. He will also highlight several NDPA presentations.

North Dakota Governor Edward Schafer will be the keynote speaker at this year's kick-off luncheon on Monday, March 3. Governor Schafer will help mark the 50th Anniversary year of the North Dakota Aeronautics Commission as well as recognize the pioneering and lasting contributions to state aviation by

(Continued on Page 7)



North Dakota Governor, Ed Schafer

From The Editor:

-Andrew S. Niemyer, Editor-in-Chief

Well the weather outside may be frightful, but this year's Upper Midwest Aviation Symposium will be exceptionally delightful, as other stories in this issue of the Quarterly explain in abundance. It's been fun to see the Aviation Hall of Fame come together as a way for us to recognize and publicize the way people and events in aviation are a part of the transportation and social web of the state. Not only that, but many of our honorees are people whose aviation contributions have helped bring the not just the state, but the entire world together.

That effort goes on today, as Rod Brekken's account of his recent travels to Russian Siberia (their answer to North Dakota, some wags suggest) describes so wonderfully. We have residing in this state many nationally-recognized pilots, mechanics, aerospace educators, administrators and manufacturers. Every day they work with people from around the nation and the world, helping make North Dakota's role in aerospace ever more conspicuous.

Many of these pioneers and today's hard working members of the NDAC and its member organizations will be coming together March 2-5 at the Raddison Inn in Bismarck. The Quarterly encourages every one of you to make an effort to make it to this historic session. Not only will we be celebrating the Hall of Fame, but there will be a wonderful opportunity to be educated and entertained by Dr. Jerry Cockrell and get a sense of the "view from the top" from our own Governor, the Honorable Ed Schafer. Pilots in other states that we talk to are amazed and deeply impressed by the openness and accessibility that we enjoy in North Dakota to aviation decision makers at all levels. This year we will also have a chance to talk to members of both houses of the Legislature, as they attend our Monday night Chili Cook-Off.

As you can see by the articles inside this edition, there's something for anyone with interest in any aspect of aviation at this year's Symposium. We look forward to seeing all the friends of the Quarterly there!

DON'T WAIT:

Register

Today

For UMAS '97

LETTER TO PILOTS FROM THE ACTING ADMINISTRATOR:

by Linda Hall Daschle, Acting Administrator, FAA

Several recent occurrences at non-towered airports (either airports without control towers or airports where control towers do not operate continually) have given rise to concerns about operations at airports without operating control towers. The loss of life from a November 20 collision between air craft carrier and general aviation aircraft at Quincy, Illinois, give us all reason to renew our commitment to vigilance when operating at non-towered airports.

As pilots you have been trained to "see and avoid," and there is no need to remind you of that duty. We need to take stock of our traffic scanning and radio communications techniques, particularly when operating at non-towered airports. Transmitting on UNICOM or the Common Traffic Advisory Frequency while operating at non-towered airports - particularly during busy periods of operation or during early morning or dusk - can mean the difference between a safe operation and an accident or incident. For aircraft without radios, of course, a pilot's scanning technique at non-towered airports is a necessity and his or her best insurance against involvement in a collision on the ground or in the air.

During your next biennial flight review (BFR) or dual instruction to qualify for the Pilot Proficiency Award Program (WINGS), we urge you to ask your instructor to evaluate your scan techniques and radio proficiency. (Instructors, if pilots do not suggest covering these topics during dual instruction, work them into the maneuvers you teach or evaluate.) If you attend a Pilot and Aircraft Courtesy Evaluation (PACE) program, ask the inspector flying with you to examine your scan pattern and radio phraseology. Check with the Safety Program Manager at your local Flight Standards District Office, for a schedule of upcoming programs on collision avoidance and/or operations at non-towered airports. Contact the publishers of *FAA Aviation News* for back issues containing articles on collision avoidance and operations at non-towered airports.

We also would like to remind pilots to report any safety issues to either the Aviation Safety Reporting System or to the Aviation Safety Program's network of Aviation Safety Counselors. With this information, FAA can design and structure new educational programs on collision avoidance and operations at non-towered airports.

We all know we must "see and avoid," but a review of our skills makes us better and safer users of all aspects of the National Airspace System, including non-towered airports. Let's work together for zero accidents at all airports a necessity and his or her best insurance against involvement in a collision on the ground or in the air.

Information for pilots to review on operations at non-towered airports can be found in the *Aeronautical Information Manual* (AIM), specifically, paragraph 4-1-9 on traffic advisory practices at airports without operating control towers, and Chapter 4, Section 2, Radio Communications Phraseology and Techniques. There are also three advisory circulars (AC) dealing with operations at non-towered airports and with collision avoidance: AC 90-42F, *Traffic Advisory Practices at Airport Without Operating Control Towers*; AC-90-48C, *Pilot's Role in Collision Avoidance*; and AC 90-66A, *Recommended Standard Traffic Patterns and Practices for Aeronautical Operations at Airports without Operating Control Towers*. All of these AC's are free from U.S. Department of Transportation, Subsequent Distribution Office, Ardmore East Business Center, 3341 Q 75th Avenue, Landover, Maryland 20785. You can fax an order to: (301) 386-5394.

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From the Director's Chair:

This coming quarter is going to be very busy and interesting for the aviation community. The Legislative Session opened on January 6th. For all in North Dakota, this is the time to affect what you can on how your state is run. This is where the important things can be pointed out to your elected representatives in the House and Senate. I encourage all of you to visit with your local elected officials. Not only about our industry but visit about your other interests also. North Dakota is a study in democratic government. Every bill that is filed must have its day in the sun. Each bill is heard in Committee and recommended with a do-pass or do-not pass. Then the bill is debated on the floor of the House or Senate. What that means is that each bill of whatever subject will get its day and will have the opportunity to be debated in the open air, for all to read, see and hear. Come one and all to Bismarck to participate in this great event, "The Legislative Session".

The Symposium is coming together very well and all of the industry will be happy about the schedule of events, the programs, speakers and best of all, the exhibitors from across this great land. The vendors are the life blood of any event such as the symposium. Your attendance is critical. The Upper Midwest Aviation Symposium is the crown jewel of the aviation get together's across the country. I look forward to seeing you there. Remember the Chili Feed with your legislator on Monday night, March 3rd.

The national scene is going to be very interesting. The ticket tax, fuel tax and freight bill tax expired December 31st. What does this do? Does it relieve a tax burden on the industry? Yes. Does it reduce the cost of airline tickets? No. Many airlines did not reduce their fares 10% when the tax went out the door. Reason: none, that I can report as a good one. What does it really do? It puts all the airport con-

struction programs along with the equipment and facilities for navigation and the general operations of the FAA in jeopardy.

The "Aviation and Airport Trust Fund" is going to be completely broke by July 1, 1997. We know Congress will not necessarily let that happen. However, why put the industry and the other interested parties through this drill? As I have said before and will again, Congress has acted very dictatorially and as a malfunctioning group when it comes to aviation funding. This has got to stop. I have dis-

cussed this with the State's federal congressional delegation and have received positive responses to the problem. The Congressional Delegation can only do the right thing with the proper input from the home town folks. Please contact your state members and the federal delegation with your concerns. The communications I have just talked about at the state level as well as the federal is crucial to our industry's success or failure. Have a great second half of winter.

See you at the Symposium in March.

North Dakota Pilots Association: Current Issues

by Dan Vigesa, NDPA

The North Dakota Pilots Association has diversity. We come from all walks of life. We have every level of experience from the earliest beginner to aging professionals with thousands upon thousands of hours of experience. We hold almost every certificate that the FAA offers. We fly almost every make and model aircraft available. Our members are civilian pilots, military pilots, professional pilots, private pilots, government pilots, business pilots, ag pilots and jet pilots.

One thing seems to unite our members. We are all passionate about aviation. During the past year the Executive Board has polled the members twice with two separate questionnaires. Member response was overwhelming in both cases. The issues and sessions that will be presented during this years Symposium reflect the stated needs of our members.

The safety theme that Dr. Cockrell will address exhaustively was the number one interest of our members. Avionics and FAR's follow. They are represented by the GPS and FAA sessions. Fly-ins, airshows and hanger flying were rated "most popular" activities. We have tried to simulate these activities with John Alin's WWII home movies and an impressive representation from small airplane and kit plane manufacturers.

Member passion was demonstrated by the response to the Weatherization and insurance survey. A large number of our members responded- A majority of you do not want mandatory liability insurance for aircraft owners. The final vote was so even that the Executive Board has elected not to take a position that represents the whole organization. This means that each of you must write your own letters and make your own views known to your representatives. I am making my views known but I don't present my views as the stand of the Pilots Association. You may not agree with my views. The only way to ensure that your position is represented in the legislature is to lobby actively on your own behalf. All legislators are extremely responsive to input from their constituents. You have a strong voice if you elect to use it.

With a lot of help and cooperation from the Aeronautics people, we are planning a major learn-to-fly campaign. The success of the program depends on the input and excitement that our passionate members contribute to it.

Your Pilots Association is one of the key players in the North Dakota Aviation Hall of Fame effort. The number of nominations that the Hall of Fame Committee received for the initial induction fell short of expectations. Some obvious candidates were not nominated. All of us need to search the archives of our home towns to find the true pioneers in North Dakota aviation. If you want nomination forms call the Aeronautics Commission or contact any one of your board members. If you don't want to fill out a form bring us a suggestion and we will complete the process. It is truly important to honor those who built the aviation industry that we enjoy so much.

New Pilot Stimulation Program

The North Dakota Pilots Association and North Dakota Aeronautics Commission will announce a new partnership at the Upper Midwest Aviation Symposium. This partnership will create a new look at pilot starts and the marketing of the pilot industry.

WWII Home Movies Featured Wednesday AVIATION HUMORIST COCKRELL, MANUFACTURERS, FAA, AOPA AND MEDICAL EXAMINERS HIGHLIGHT NDPA SYMPOSIUM OFFERINGS

Airplane manufacturers seem to be coming back from the dead. New airplanes are coming from battle-scarred veteran manufacturers that have survived a fifteen-year siege. Some new airplanes are showing up from overseas. Nations that were once our mortal enemies are now sending us airplanes. Unheard-of new designs are appearing from Kit Plane manufacturers that didn't exist fifteen years ago. New composite materials are providing designs that offer 350 m.p.h. cruise speeds in piston-powered, single-engine airplanes.

New technologies are filling the cockpits of all airplanes. Navigation systems are providing bee-line courses at fire-sale prices, GPS landing systems seem to promise full ELT accuracy to a arm-strip in someone's back yard. Regulators are scrambling to make a new world-sensible and safe. A world without traditional navigation systems; i.e., VOR, ILS, ADF, TACAN, and LORAN. Our old timers stand dumb-struck with gaping jaws as we struggle to keep up.

New insight and new resources are feeding new interest in aviation. Airplanes are accepted. No modern person will deny the important niche that airplanes fill in our culture. Horrible, tragic, headline-grabbing accidents don't frighten the public away from airplanes

by the millions like highly publicized accidents did just a few short years ago.

This year's Upper Midwest Aviation Symposium, otherwise known as "The Symposium", focuses on a lot that is new in aviation. We may not touch all new ideas that have come along but we are going to try to catch many of them.

Dr. Jerry Cockrell is a dynamite humorist. He is a CFII/ATP/Airline Pilot with a Ph.D. in Psychology. His spellbinding, sidesplitting presentations pride keen insight into accidents analysis, physiological factors in aviation, Cockpit Resource Management for the single pilot operation and proper pilot preflight preparation.

We have contacted several small airplane and kit plane manufacturers. Many of these planes will be featured at the Symposium. Company representatives will present seminars that discuss all of the unique features of their products and provide as much technical detail as you want. Make it a point to attend the "Aviation Wannabee" announcement.

An Aviation Medical Examiner will discuss the new three-year medical, new medical standards and medical factors that affect flight. The FAA will discuss new regulation administration procedures. They will also bring their

popular vertigo chair for those who fly at dizzying heights. Bill Hamilton, AOPA Regional Representative for the Central Region, will offer a clear picture of the new instrument approach methods and procedures that GPS creates.

Many Symposium features are back. Everyone enjoyed World War II home movies presented by John Alin. Amazing footage taken from an Air Force Base in Britain during the war, these movies are an illicit account of actual encounters with enemy anti-aircraft fire. The popular chili feed is back; the banquet features the first inductees into the new North Dakota Aviation Hall of Fame. The ice breaker on Sunday Night is always popular.

We are looking forward to a scintillating Symposium this year. I hope you can all join us.

**HAVE YOU SENT
IN YOUR
REGISTRATION
TODAY?**

News From UND

ODEGARD NAMED GREATER NORTH DAKOTAN WINNER

John D. Odegard, founder and dean of the Center for Aerospace Sciences at the University of North Dakota in Grand Forks, is the recipient of the prestigious Greater North Dakotan Award for 1996.

The Greater North Dakota Association, the state chamber of commerce, presented the award to Odegard at GNDA's annual awards program November 15 in Grand Forks.

Odegard has brought international acclaim to UND and to the state of North Dakota through the aviation program he pioneered in 1968. Today, it is UND's second largest degree-granting college operating a fleet of 100 aircraft and simulators with assets exceeding \$85 million. The UND program is recognized as one of the world's most widely respected aerospace education programs providing training to individuals, governments and airline clients worldwide. UND Aerospace employs more than 500 people, enrolls more than 1,500 degree-seeking students and up to 200 contract students. The UND Aerospace center gener-

ates more than \$35 million in revenues annually and has an estimated regional impact of more than \$100 million.

Odegard's entrepreneurial spirit created a model in which higher education has reduced its dependency on support from state taxpayers in favor of revenue generated from the commercialization of training services and training products marketed to the private sector.

In 1986 Odegard captured worldwide industry attention for leading the development of the SPECTRUM® Airline Pilot Training Program in partnership with Northwest Airlines. The new Airline pilot training program is emerging as an industry standard for commercial pilot training around the globe.

Odegard was instrumental in organizing an international ad hoc industry group to develop uniform worldwide guidelines for training of air transport pilots and mechanics.

Odegard has received numerous other awards for his work at UND. Earlier this year the Federal Aviation Administration recog-

nized him with a Distinguished Service Award. In 1994 he was elected to the National Aviation Hall of Fame as a patron member. That same year the National Air Transportation Association honored him with its Excellence in Pilot Training Award. In 1992 he received the President's Medal for service from then UND President Tom Clifford.

Odegard was named the North Dakota Business Innovator of the Year in 1989 and was awarded GNDA's Educator of the Year Award in 1988.

Odegard is a member and past vice-chairman of the North Dakota Aeronautics Commission. He was first appointed by Governor Art Link in 1973 and has been reappointed by every governor since. He is a member of Technology Transfer, Inc., and vice chairman of the University Aviation Council on Aviation Accreditation as well as other aviation-related groups.

Odegard was nominated for the award by the Grand Forks Chamber of Commerce.

AOPA NEWS:

USER FEES NOT THE WAY TO FUND FAA, AOPA LEGISLATIVE ACTION TELLS GORE COMMISSION

AOPA Legislative Action has told the White House (Gore) Commission on Aviation Safety and Security that new "user fees" are not the best way to fund the Federal Aviation Administration.

"If FAA faces a future funding shortfall, the existing revenue collection mechanism – aviation excise taxes – is not the problem," AOPA Legislative Action executive director Thomas B. Chapman told the Gore Commission December 5. "And user fees aren't the answer."

The Gore Commission was created following the TWA 800 accident and charged with reviewing aviation safety, security and the pace of modernization of the air traffic control system.

Chapman said FAA has now completed a revised modernization plan that would take advantage of new technology and make FAA more responsive to the needs of system users. Also, Congress has adopted AOPA's proposals to free FAA from most federal personnel and procurement rules and to make the agency more autonomous from the Department of Transportation.

"FAA knows what it must do to modernize the system, and it now has the tools to modernize efficiently and effectively," said Chapman. "Now the question is not 'how to do it,' but 'how to pay for it.'"

The Clinton Administration has predicted

FAA will experience a \$12 billion funding shortfall in the next seven years and has endorsed a complicated system of direct charges to pilots and aircraft owners to raise additional revenue. Seven of the nation's largest airlines have advanced their own user fee proposal to solve the funding "problem."

"The Group of Seven proposal has nothing to do with creating the fairest way to fund FAA," said Chapman. "It's about helping the big airlines make more money by penalizing the low-cost airlines. Their only goal is to shift their tax burden and deny air travel access to millions of cost-sensitive consumers who depend on the reduced air fares charged by the low-cost carriers."

AOPA Legislative Action also told the Gore Commission that the Administration's justification for user fees – an FAA funding shortfall – was based on seriously flawed FAA projections.

For example, FAA assumed its operating budget would grow at a rate two times greater than the expected rate of inflation. It also assumed that controller productivity would not improve, despite the installation of modern air traffic control equipment.

"The impact of these substantial overestimates are magnified when combined with overly optimistic projections of air traffic growth," said Chapman. He said FAA has his-

torically overestimated air traffic by more than six percent when it projected five years ahead.

"All of these shaky assumptions cast serious doubt on FAA's assertion that it will experience a funding crisis that only user fees can relieve," said Chapman. "But even if additional revenue is necessary, user fees would involve substantial liabilities."

Chapman said direct user charges would require both a large, costly bureaucracy to administer and a politicized system for setting the fees. Congress would lose control over FAA's budget. User fees could create a disincentive for pilots to use FAA services, posing a threat to system safety.

AOPA Legislative Action said its "Linked Financing" proposal, introduced into the House in September, offered a better way to pay for FAA.

"Linked Financing is rooted in the fact that the FAA and the air traffic control system is an essential government function for which the users already pay the bulk of the expenses through excise taxes," said Chapman.

"If it works for FAA as we believe it will, Linked Financing could offer a bold new way for other user-funded government agencies to maintain adequate funding levels without disrupting the goals of fiscal responsibility and a balanced budget."

Illinois Legislature Votes to Take Over Meigs Airport; AOPA Urges City-State Cooperation

The Illinois Legislature has approved a state takeover of Chicago's lakeside Merrill C. Meigs Field airport. The legislation, passed December 4, calls for the state to take control June 1, 1997, preventing Chicago from turning Northery Island from an airport into a park.

"As a badly needed reliever for overcrowded O'Hare and Midway airports, Meigs is a vital component of the national transportation system," said Phil Boyer, president of the 340,000-member Aircraft Owners and Pilots Association. "Illinois lawmakers, representing the interests of the entire state, have reaffirmed Meigs' importance."

Chicago Mayor Richard Daley, however, has reaffirmed his intention to fight the legislature in the courts and elsewhere. Chicago newspapers report that Daley forces have hinted the

city may take such steps as blocking the roads to Meigs Field.

"We urge the city of Chicago and the state of Illinois to start good faith negotiations," said Boyer. "Chicago and Illinois citizens would be ill-served by a continued legal battle, and we think a compromise is possible."

Boyer noted that the respected Civic Committee of the Commercial Club of Chicago has also called for compromise. The Civic Committee is developing a proposal that could achieve both goals of preserving the airport and expanding park area on and around Northerly Island.

AOPA has been campaigning vigorously to keep Meigs open and operating. In November, Boyer, as president of AOPA Legislative Action, sent a letter to each member of the Illi-

nois legislature asking for legislation to preserve the airport. Included with the letter was a color photo of the now-closed airport with the central Chicago business district in the immediate background, reinforcing the message that Meigs is important to the economy of Illinois and surrounding states.

At the same time, Boyer asked all 13,000 AOPA members in Illinois to write their state representatives in support of legislation to take over Meigs Field.

In addition, AOPA, along with six other plaintiffs and the state of Illinois, have filed suits to prevent Chicago from destroying the airport. While Chicago closed Meigs October 1, a court-ordered stay is preventing the city from demolishing the airport and proceeding with plans to build a nature park.

FAA Will Now Consider Special Medical Certificate Issuance to Pilots with Insulin-Treated Diabetes

After more than ten years of effort by AOPA and the American Diabetes Association, the FAA will now consider special issuance of Third Class medical certificates to pilots with insulin-dependent diabetes mellitus.

AOPA and the American Diabetes Association have filed numerous petitions through the years to allow case-by-case special issuance medical certification of insulin-treated diabetics.

Four years ago, the Federal Air Surgeon charged an endocrinology consultant panel to develop a protocol permitting such special issuance. In December 1994, the panel issued the guidelines and FAA sought public comment. FAA received more than 800 comments, the vast majority favorable.

The new policy, which became effective December 23, 1996 permits FAA to consider special issuance of Third Class medical certificates to student, recreational, and private pilots using insulin who are at low risk for hypoglycemia or other diabetic complications.

Pilots applying for a special issuance will have to undergo a comprehensive initial evaluation addressing any significant diabetes-related complications and will have to demonstrate a period of medical stability on insulin with no serious hypoglycemia reactions within the preceding five years.

While flying, pilots with insulin-dependent diabetes will be required to carry a blood glucose measuring device and snacks to maintain blood glucose levels. Pilots receiving the special issuance medical certification will also be required to have a medical examination by a specialist every three months.

"This new policy is a great first step," said Greg Crump, AOPA. "But we believe the quarterly examinations could be relaxed after the first year of certification if no adverse changes are in evidence." Crump said the three-month follow-up exams could impose and unnecessary economic burden on diabetic pilots and would likely increase the backlog of case reviews at FAA's Aeromedical Certification Division. "We encourage FAA to track the cases of diabetic pilots to prove that the examination frequency can be safely reduced."

A summary of the new selective certification of insulin-dependent diabetic pilots is available on AOPA ON-LINE on the Internet (<http://www.aopa.org>) and AOPA IN-LINE on CompuServe.

A summary is also available through AvFax, AOPA's fax-on-demand service. Call 1-800-GO-AVFAX (1-800-462-8329) and select document 2222.

NATA NEWS AND REGULATORY REPORTS:

EPA PROPOSES NEW EMISSIONS STANDARDS THAT COULD TARGET AIRPORTS AND AIRCRAFT ENGINES

The Environmental Protection Agency (EPA) has issued a Notice of Proposed Policy (NPP) that would tighten the standards for ground-level ozone and particulate matter emissions for cities and counties in the United States.

While airports are not directly sighted in the proposed rule, the new standards would require states to identify smaller sources of pollution in order to meet the new standards. Airports and aircraft engines will be the next logical target for reducing emissions.

The NPP follows a report issued by the National Resource Defense Council (NRDC) that cites airports as being a major source of ground level pollution. The NRDC report recommended that airports be included in state air pollution plans. The EPA's proposed policy is an effort to continue to implement ozone and particular matter programs in areas that do not meet current emission standards. Following this proposed policy, the EPA intends on introducing a regional haze program in mid-1997 that will be based on the proposed policy.

NATA is deeply disturbed by the conclusions drawn by the NPP on airports and aircraft engines. Implementing new emissions limits after the aviation industry has spent millions of dollars complying with the current standards is financially unattainable.

The NPP can be viewed on the EPA's Web Page at: <http://www.epa.gov/oaar/faca/>. The document has yet to appear in the Federal Register. The NPP will have a 60 day comment period once it is published. NATA members will receive additional details after analysis of the proposed policy.

FAA PROPOSAL EXPANDS AUTHORITY FOR SINGLE ENGINE INSTRUMENT FLIGHT RULES (SEIFR) OPERATIONS

The Federal Aviation Administration (FAA) issued its long waited Notice of Proposed Rulemaking (NPRM) changing Part 135 to allow passenger-carrying operations, with single-engine aircraft under instrument flight rules, normally referred to as SEIFR. Former Administrator Hinson, and advocate of SEIFR, used new expedited rulemaking authority to issue the proposal on his final day in office.

This significant rulemaking initiative, strongly supported by NATA, will allow both piston and turbine-powered single engine aircraft operating under Part 135 to take advantage of the safer IFR system while carrying passengers.

Highlights of the proposal include the following:

- Part 135.103 would be deleted, as well as the limited IFR conditions in Part 135.103
- Operators would be required to perform engine trend monitoring through oil analysis every 100 hours to document engine reliability.

- An autopilot or second-in-command pilot would be required.
- Two independent electrical power generating sources or, in addition to the original power source, a standby battery that can maintain 150% of the minimum electrical load for at least one hour.

The Association is extremely pleased that FAA has released this important safety proposal for Part 135 on-demand operations. The NATA staff is coordinating the Association's response with members of the Air Charter Committee and companies who have participated in the FAA's committee that developed recommendations for SEIFR. Member companies will receive additional details following a comprehensive analysis of the proposal.

The NPRM was published in the *Federal Register* on December 3, 1996. Copies can be obtained from NATA's Cindy Aloise at (800) 808-6282. The Docket No. is 28743.

NDFF CELEBRATES 50 YEARS OF SERVICE

The North Dakota Flying Farmers, (NDFF) whose annual meeting was held in Jamestown, November 1-3, will be celebrating 50 years in 1996-97. The new President is Dennis Risovi, Fessenden, ND, and Alfred Dahl, Cogswell, Vice President. Dennis is a young pilot member while Mr. Dahl, who has held all the offices, has many years of experience and is the oldest North Dakota Flying Farmer member.

The Flying Farmers originally began on the Oklahoma A&M College campus in Stillwater, Oklahoma. It was organized by rural aviators, sometimes called "cow pasture pilots" with the help of Dr. Henry G. Bennett, President of the college. The purpose was to advance both agriculture and aviation. They wanted to prove that the airplane was a time saving implement that could be used on the farm. According to history books, North Dakota was represented at the first annual meeting of the National Flying Farmers in 1946 in Oklahoma.

The first organized meeting of the NDFF was held in June in 1946 in the World War Memorial Building in Bismarck. It was sponsored by Mobile Memorial Oil and the Extension Service.

Leland Brand of Taylor, ND was the Chapter's first president and attended the National meeting. Howard Henry was our first delegate.

County Agent, Altenberg was the Chapter secretary until his death. Harold Vavra served next until he retired in 1986. Roger Pheiffer, Bismarck, is presently serving that position.

The Oklahoma Flying Farmers soon became the National Flying Farmers and in 1961 became International with Canadian and Mexican members.

North Dakota members have also been active on the International level. In 1972-73, Pat Hoggarth, Jamestown, served as International Duchess. In 1992-93 Diane Dahl, Cogswell, also served as Duchess and her daughter, Karin was International Farmerette. Don Zimbleman, Fullerton, who served four years as an officer was International President in 1993-94. Presently Kevin Dahl, Cogswell, is the International Teen President

(Aviator, humorist, continued from page 1)

this year's inaugural Hall of Fame inductees. A longtime supporter of the Commission and state aviation, the Governor's remarks will set the tone of this year's Symposium theme: "North Dakota Aviation: Past, Present and Future."

1997 will mark the Aeronautics Commission's Golden Anniversary year. In celebration of the event, the Commission and its members will be active and visible throughout the duration of the Symposium.

AIRPORT ASSOCIATION OF NORTH DAKOTA

Greetings and Happy New Year, once again it is annual sign up time for the Airport Association of North Dakota. I would like to thank you for your past membership and encourage you to continue to be a member.

Over the past year some of the things we have done are the \$500 Scholarship to a University of North Dakota student enrolled in Airport Management and from North Dakota. We cosponsored with the North Dakota Aeronautics Commission, an air service conference with Senator Dorgan to address the needs of the flying public. We also cosponsored, again with the North Dakota Aeronautics Commission, a conference on construction and legal issues on North Dakota airports. The group also sponsored the Airport of the year for General Aviation class and Air Service class and will continue in 1997. We planned and put on, along with all the other groups that make up the North Dakota Aviation Council, the Symposium.

We are now in the planning for the 1997 Symposium to be held March 2-5 at the Radisson Inn in Bismarck. Some of the highlights will be Partnering Airport Services, State Aviation Disaster Plan, Airport Inspections, and all the regular sessions (FAA, NDAC, etc.). So now is the time to make your plans to attend, it's been a long winter and this is an opportunity to get away, socialize, and learn how to make your airport more of an asset to your community.

See you in Bismarck!

North Dakota Professional Aviation Mechanics Association

Plans are under way for another successful Upper Midwest Aviation Symposium to be held in Bismarck the beginning of March. It will be the 15th annual symposium and will draw hundreds of professional aviation personnel from the Midwest area. The symposium will include many seminars, workshops and exhibits put on by various companies and vendors from around the United States and Canada. Most facets of aviation will be represented by these educational and interesting presentations. These presentations will also promote aviation as a career to those attending this symposium with interest in these areas.

I encourage maintenance personnel from across the state to try to attend and be involved in their state organization. We plan to provide training seminars for the areas of maintenance you are interested in. You can help us with this task by letting us know what you would like to see in the way of informational subjects. We will try to obtain accredited presenters in these subject areas. In addition we welcome interested persons from all walks of life to attend the symposium to get a birds eye view of how aviation in the upper Midwest affects them. See I you in Bismarck and bring along your suggestions for your legislators also!

CORRECTION:

In the last issue of the Quarterly, portions of the story concerning the conflicts between the FSDO & NDAC Director, Gary Ness, were inadvertently omitted during production. The affected paragraphs are reprinted in their entirety below. We regret any confusion this may have caused.

The call for the reassignment of Harris comes after several years of what many have told the Quarterly is a continuous series of aggressive and often contradictory actions by the Fargo FSDO. These include interpretations of the FARs that are at total variance with interpretations of the same sections by multiple other FSDO's, both within the Great Lakes Region and in other Regions; enforcement actions against pilots and operations that seem to contain allegations that are at odds with testimony by other witnesses and what at least one operation characterized as a seemingly vindictive "it surprise" inspection shortly after a discussion with Fargo FSDO personnel over delays in approvals on aircraft modifications.

Several sources characterized the conflicts between North Dakota aviation industry and the General Aviation population and the FSDO as going far beyond the specifics of Ness's letter. Several interviewed felt the blame lay in the philosophical split between several long-term FSDO employees and more recent Fargo office arrivals. Harris and several others were characterized as being oriented towards a far stricter intra-Office definition of the FARs than the interpretations on the same subjects reached by the Great Lakes Regional Office and FAA Headquarters in Washington, DC. This was at odds with what those interviewed characterized as a "common sense" approach that other Fargo Office Inspectors and Examiners who have been in the District longer took when dealing with state aviation activities and pilots. When added to what some interviewed call a "harsh enforcement environment", the result has been a less than cordial working environment and what one North Dakota pilot called "An atmosphere of intimidation and fear" of any contact with Fargo FSDO employees.

Ms. Dixie Norton, chief of the FSDO, expressed concern over the potential fallout from the letter. She emphasized in an interview with the Quarterly that she "did not want to create a barrier between this office and the state of North Dakota." Norton pointed out that her office has received only two complaints regarding Harris over her 4 year tenure as Chief. She repeated her often stated point of view that aviation safety is the FSDO's on and only goal and that her "door remains open to discuss any issue with anyone in the District at all times". She further told the Quarterly that as Chief, she "wants to see resolution [of the issue] and to go path this."

DISCOVERING RUSSIA WITH GPS

by Rod Brekken, NDAAA

I never thought I would see another country other than the great USA, except Canada of course. I never thought I would travel to another continent. I never thought I would spend 20 hours on an airplane at one time. I never thought I would see a country with so much natural beauty and bounty that was being viewed and used in such small quantities by so very few. The summer of 1996 was when all of these things that I thought I would never see or do became things that I saw and did.

Have you ever been to Russia? I can tell you quite honestly it was a place I never been to nor one I had never thought of going to. Very few people ever consider Russia a place to go on vacation. Its not a country listed as the "in place" for world travelers that they have to see. Its untold sights are not highlighted in travel magazines which beckon travelers looking for a restful time being waited on and pampered to and tanned to perfection. Until recently, Russia was seldom a business opportunity to international firms looking to expand their global sales. Since the fall of communism in Russia, the country is undergoing a snails pace transformation to capitalism. This change is slow and painful at times but it continues and should help Russian people live in conditions I would liken to America as it was about 40-50 years ago. The opening up of Russia to the world and its technologies is the reason I was able to see this fascinating country and meet its people, some who became very good friends.

I was working on an airplane in Cooperstown, North Dakota when Ron Deck, my boss at Sky Tractor Supply of Hillsboro, North Dakota, flew in with his Cessna 180. He had come over to see how I was doing on the installation I was completing. He walked up and said he had received a call from Earl Fullen at SATLOC Inc. of Tempe, Arizona. Earl had told him SATLOC had received word of a sale of Foreststar GPS Parallel Swathing Systems to Abbott Labs Inc., a Canadian company working internationally. The systems were to be installed in Russian aircraft and Earl asked if I could go to Russia to install them, along with a team of technicians from SATLOC. What an honor! I asked a few questions basically centering around, "Why Me." Earl had said they wanted people who had a lot of experience with the systems and could adapt the installations to Russian aircraft. I said I would be honored to go, but that I would have to talk to my wife first. I called her while I sat on the wing of that airplane. We talked for a short while and I tried to answer as many questions as I could with the little information I had. She

told me I had to take this opportunity even though it might include missing the first anniversary of our wedding. I told her we could celebrate before I left and of course after I returned.

I was scheduled to leave on the first of July. I had two weeks to ship my tools, buy luggage, check on any inoculations I might need, talk to my kids and my parents and get a passport. The passport alone was supposed to take 10 days, but by paying an extra fee, that time was shortened to three days. The passport was needed as soon as possible because a copy needed to be sent to the "host" in Russia so that a "formal invitation" could be sent. Everything was proceeding at a hurried pace until I received word the departure date had been moved back one week. Well, this meant good news as I would be able to celebrate with my wife on our first wedding anniversary. Life and work went for that week as I prepared for departure the following week. The trip was delayed again and again the following week. Now I was three weeks help up on completing this adventure, and wasn't entirely sure it was even going to happen. Finally, on August 4, I boarded the plane for Arizona from where we would be departing for Krasnoyarsk, Siberia, central Russia.

It's untold sights are not highlighted in travel magazines ...

After a briefing on what we would find when we got to Krasnoyarsk at SATLOC on Monday, August 5, we left for Russia the next day, August 6. We left Phoenix International for JFK in New York City. Next we boarded a flight direct to Moscow. When we arrived in Moscow we were met by Tim Sanderson from Micro-N-Air. Tim was also going to Krasnoyarsk with us to install spray equipment on the same aircraft. Without Tim, I dare say,

we wouldn't have had a very easy time getting through customs or getting on the Aeroflot flight to Krasnoyarsk. We left Moscow in the evening and arrived in Krasnoyarsk around 7:00 AM. We were met there by Stephen Nicholson, a sales manager for Abbott Laboratories. Steve had arranged the deal for the Division of Forestry for the Krasnoyarsk region. We were taken to the Hotel Octoborosky where rooms had been reserved.

It was Thursday, the 8th of August and we found out the equipment for the installations had not yet been released from customs. Setbacks like this were fondly referred to throughout the trip as "the Russian way." With no leverage in matters like this, we spent the day taking in some of the local sights. Krasnoyarsk is a city of 1.5 million people, but not very much tourist traffic, so we didn't have too much to look at. We were guided by our interpreter, Irene Karuk. Irene accomplished things for us and enabled us to see things no foreigners had before. Without Irene, the project would not have happened. She coaxed her countrymen to find ways to help us move through bureaucratic problems they had never even heard of before and enabled us to help them come closer to the twenty-first century.

By Friday noon we were sitting in the Office of the Division of Forestry for the Krasnoyarsk region "just waiting" for a computer malfunction to be corrected which would release the much needed equipment for the project. This computer problem was very interesting. We noticed all of the work we would normally associated with being done on a computer was normally done by hand. It was very obvious this "computer problem" was a ploy to keep us from working on the weekend.

... The Russians are a very kind people, and are very giving ...

Russian's don't like to work on weekends, or weekdays, for that matter either. By Friday afternoon, the equipment was released for our

Accommodations weren't too bad, and we settled in for the installation.

Tuesday through the following Tuesday we worked on installing 15 SATLOC systems in the aircraft at Aschinsk. We were told we would have two Russian mechanics and an interpreter working with each one of us. This didn't happen, and we pretty much worked in teams of two installing the systems as quickly as we could. After some fabrication and changing out of switches for activation of the SATLOC system, we completed the installs.

Wednesday, we found out we would be traveling with the airplanes to their respective bases to begin the spraying of Dipel for the control of Siberian silk worm which was threatening certain section of the Siberian Forest. The global plan is to contain this pest on the Asian continent. It's spread to any other continent could devastate the soft wood production in the world. This part of Russia represents one-third of world's supply of soft wood and so it was imperative this spray produce the best results it could. This was also when I found out we would be installing ground based differential correction base stations at these sights. They said we were to find the highest possible point to set up these stations for the best range. They said we should try to find a radio tower to benefit from its height.

Shortly after dinner, Dimitry, my interpreter, and I departed for Osinovy Mys, a small village along the Chuna River, which was two hours air time northeast of Krasnoyarsk.

Upon our arrival in Osinovy Mys, we were taken to our cabin to settle in. Then I was informed of an American missionary family living in this far away settlement in the middle of Russia. I went over and visited with them for awhile and they were very surprised to see another American. I visited with them twice more before I left this quaint village where I met and came to know many good Russians.

... They are a very proud people, very intelligent, and very eager to learn ...

The next day we were taken to the top of the nearest mountain where there was a 180 foot radio tower. I climbed the tower and installed the equipment about half way up. We went back to the airfield to check out its range. The radio wasn't working. Over the course of the next two days I climbed the tower seven more times trying to get the radio working.

Finally, on the last time I opened the radio up and connected some wiring that had become disconnected in shipment. By this time, we had moved all equipment to the top of the tower and on this last trip I remained on top for about an hour in 30 m.p.h. winds, freezing rain, and snow, until I was sure the system was working well. We drank Vodka after I came down that time!

Soon it was time for me to leave as my visa was to expire on the last day of August. We had taught each other things they didn't believe could exist and I learned of traditions that amazed me! The Russian's are a very kind people, and are very giving. This is only after they have come to know you and their respect is earned. They are a very proud people, very intelligent, and very eager to learn. It was hard to leave Osinovy Mys where respect and honor had been earned and traded, and where friendship was a lasting memory, never to be forgotten.

... Friendship was a lasting memory, never to be forgotten ...

We flew back out to Taseavo where the rest of the SATLOC crew had been all the time. This was a much larger city and there were more spray blocks available from this base. On the way from Osinovy Mys I was given the chance to fly the AN-2 we were flying in. The pilot was the director of spray operations for Aschinsk Air. He offered me the yolk and I flew for an hour or so until we touched down in Taseavo. Quite an experience and an honor to be given the opportunity to fly one of these aging giants of Russian aviation and one I will never forget.

We drove back to Krasnoyarsk where we stayed overnight and the next day we were on our way back to Phoenix – just in time for the Labor Day weekend. My wife met me in Phoenix and we returned to North Dakota on September 3.

Few people receive the opportunity to gain the exciting experience I did. I have my wife and kids, and employer, SATLOC, Abbott Labs, the Russian Division of Forestry, and the many people I worked with and learned to know during this project, to thank for this unbelievable experience. I hope to go back to Russia some time and revisit these places that taught me how lucky we are as Americans for the freedom and opportunities we have right here in this country.

Russian GPS Recalled

by Rod Brekken, NDAAA

I was hoping to go back but I didn't think it would be so soon. SATLOC called and asked if I could go back to Russia to remove some of the systems so they could be installed in aircraft in another region of Russia. I said I could, and we left in October. They said it should only take a few days and that most of the time would be spent traveling. The route was the same, only we stayed in Moscow one day on the way over because of a mix-up in ground transportation when we arrived in Moscow. That was okay, as we got to see the Kremlin. This is an old country and there is a lot of history we don't realize, as Americans, I think.

When we arrived in Aschinsk we weren't exactly warmly greeted. They hadn't been paid for the spraying they had done that year from the Russian Division of Forestry, so they were reluctant to let us remove any of the systems. We spent a day and one half just negotiating their removal and finally, were allowed to remove 7 of the 15 systems. We also removed two of the base stations. All of the equipment was not removed from the airplanes such as the wiring harnesses, antennas and installation kits. We were told by Steve they were probably going to be installed in aircraft closer to Moscow. Without the equipment we didn't remove, there will be more sales to the Russian's to make up for these parts. Also, there is a potential for 50 more systems throughout Russia just next year alone. It appears we will be busy. At least I hope so.

The trip back was pretty uneventful and we were happy to be home.

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North Dakota Professional Aviation Mechanics Association	\$15.00	_____
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North Dakota Sport Aviation Association & Experimental Aviation Association	\$50.00	_____

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**Registration fee includes: Admission to Symposium, Exhibit Area, Speakers, and Coffee Breaks. +Registration after February 21 is \$50.00.*

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The Great Canoe Race: A Fable for FAA Management

Once upon a time, the Boy Scouts challenged the FAA to a canoe race. Both sides practiced a lot, but when the race occurred, the Boy Scouts won by a mile! The F.A.A. assembled a committee to study why they lost, and decided that it was because the Scouts had seven rowers and one steerer, and the FAA has seven steerers and one rower.

Determined not to be beat at this again, the committee issued another challenge, and undertook a series of meeting around the country to come up with a winning strategy. After a final 3 week meeting at Walt Disney World, the FAA Steering Committee decided the crew had been all wrong, and issued a new plan for manning the canoe. There would be: three "area steering specialists," two "steering staff advisors," one "senior steering manager," one "rower," and in concern for the health of the team, one "health and stress management specialist." Again they practiced, and when the day arrived for the next race, the Boy Scouts won by TWO miles!

At this point, the FAA Steering Committee decided to fire the rower for poor performance, sell the canoe, and use the money thus saved to provide performance awards, vacations, and quality achievement awards for the fine work done by the Steering Committee.

~ANON (attributed to F. Pena)

WHAT IS THE NORTH DAKOTA AVIATION COUNCIL?

Many of you are receiving this complementary issue of the North Dakota Aviation Quarterly for the first time.

Even if you do not plan on visiting us at the Symposium, we'd like to acquaint you with our organization: **North Dakota Aviation Council**, "*United We Stand*"

The North Dakota Aviation Council was founded in 1983 by six state aviation organizations interested in promoting aviation in the state and in presenting their concerns before government and the general public. NDAC was founded with the notion that solutions to problems facing aviation in this state can be best served by consolidating and working together rather than struggling as independent special interest groups.

NDAC seeks to serve aviation professionals by providing a forum for the exchange of information, ideas, and experience among their peer-pilots, agricultural operators, airport managers, FBO's, mechanics, and educators. Advancing their goal is an important function of the Upper Midwest Aviation Symposium (our annual convention).

Over the years, NDAC has become an influential voice for the flying public and aviation services in North Dakota. By combining our talents and resources, we are set to explore answers to the most pressing issues of today and to ready ourselves for the exciting challenges of tomorrow.

Organizations Making Up NDAC:

NDPAMA, North Dakota Professional Aviation Mechanics Association

NDAA, North Dakota Aviation Association

AAND, Airport Association of North Dakota

NDFP, North Dakota Flying Farmers

NDAAA, North Dakota Agricultural Aviation Association

NDPA, North Dakota Pilot's Association

Affiliated Organizations Associated with NDAC:

North Dakota Aeronautics Commission

North Dakota Aviation Quarterly

99's

For further information on joining a member organization contact:

ND Aeronautics Commission

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