

Aviation Quarterly

Issue # 40

www.ndac.org

NDAC

April, 1998

Chairman's Corner:

Ah! The sweet smell of success. The comfort that comes from post-partum depression. The dust has settled. The smoke has cleared. The revelers have left their friend Jack Daniels, for other friends, Mr. Bayer Aspirin, Mr. Ice Pack, and Mr. Darkened Bedroom. What happened? What's our story going to be?

Mr. Boyer, President of AOPA, showed us a land flowing with milk and honey that promises all of the things that aviation was so many years ago. Yet it is a land of giants who are not our friends. A bottom, perhaps, in the precipitous fall in student starts coupled with unprecedented cooperation within the aviation industry to encourage student starts. Alongside of that promise is a proposed FAA budget that offers crippling user fees to fund its programs, and new laws that seem to ignore the needs of General Aviation. Encouragement that we have not heard for years and yet dark clouds threaten to swallow us up.

Victor Belenko brought life to the general sessions and to the banquet. Victor is the Soviet MiG-25 "Foxbat" fighter pilot who defected to the United States twenty-two years ago. He showed us how sharp the contrast is between Russia and the United States in a hilarious way that made us all want to learn more.

My favorite quote from the symposium!
Desk Clerk: "How do you spell Belenko, the Russian fighter pilot's name?"

Roger (Secretary of the NDAC): "I don't know. I'm not much good at English."

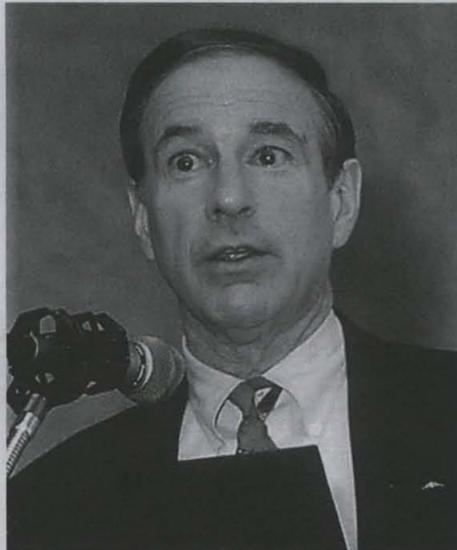
Your Symposium Pop Quiz!

Question # 1.

What is "Fingers" Ferringa?

- A. Star Trek character known for his many girl friends.
- B. U.S. Navy Fighter Weapons School "Topgun" instructor often seen with vodka and Victor.

(Continued on Page 9)



AOPA President, Phil Boyer, makes his point to the Tuesday general session luncheon at this year's symposium.

"Keep the Fun in General Aviation" says AOPA's Boyer

An Exclusive Interview with AOPA President Phil Boyer for the NDAQ By Andrew Niemyer

[Aircraft Owners and Pilots Association (AOPA) President Phil Boyer recently took time from his visit to the Upper Midwest Aviation Symposium to speak with the *Quarterly* about issues facing general aviation in both the near and long term. Boyer stressed both the good and bad in his general session message and during the interview.]

What do you see as the most important challenges ahead, both in the immediate future and in the long term?

Boyer quickly pointed out the most recent Fiscal 1999 budget as the biggest problem

facing general aviation in the near term. In both his speech and in his interview he pointed out the administration's emphasis upon imposing user fees with such fees taking over by 2003, despite clear Congressional intent to not impose such fees. He pointed out that even the Department of Transportation's own "Tax Fund For Aviation" was so nebulous that spokespersons for DOT could not identify where all the money was to come from and go to, outside of an amorphous "\$600 million to aviation" although the fund is proposed to raise \$1.7 billion. "We don't need another aviation fund," commented Boyer. He further pointed out that as of early March, there were only 50 working days for Representative Archer's House Ways and Means Committee to wade through the entire budget, and the importance of not letting the administration's plans for aviation be lost in the process.

In the long term, Boyer sees the increasing need to get more and more people involved in learning to fly. In his address to the Tuesday General Session and in the interview, he pointed out that since the 1970's student starts have fallen from 108,000 to as low as 58,000 in 1996. He attributed the recent increase of 8.3% in starts in 1996 to both the "GA Team 2000" program and the 1994 Aviation Revitalization Act that enacted significant legal reforms affecting the industry. "This is only the beginning," he added, as he stressed the desire for even more fixed base operators to get involved with the program. He praised the NDPA-state "Pilot Wannabe" program as a worthwhile effort in helping to build the number of starts in

(Continued on Page 10)

We're on the Web!
www.ndac.org

From The Editor:

Andrew S. Niemyer, Editor-in-Chief

How can each years Upper Midwest Aviation Symposium be called "The best ever?" Beats us, but given the hard work of the Council, the wonderful presentations from all our speakers at both General Sessions and in each member organizations meetings, and the terrific contributions of our exhibitors, the 1998 meeting sure will rank right up there in everyone's memories as meeting the "best" criteria. The past twelve months have seen a lot of progress made as the Council built on past successes and "lessons learned" to continue to improve the structure and content of the Symposium. It certainly paid off this past March in Bismarck!

Come Surf the "Net" Looking ahead, with the debut of the Councils website at www.ndac.org, the NDAC moves smartly to position itself in the information age. Website visitors can learn all about the Council, its member organizations and keep up with North Dakota aviation news. While still "under construction" the site is up, running and even has links to other aviation sites throughout the Internet structure.

The Internet has become a major source of aviation information these days. Given the ease at which most mechanics, pilots and aerospace professionals absorb new technology, working through to various websites will come easily. Besides such players as AOPA, EAA and even the FAA, there are major informational sites such as AVWEB, Landings.com and even the GA News & Flyer. One can even get a look at the latest issue of the Quarterly through the links provided at the NDAC's site.

New Faces, New Changes at, Fargo FSDO Those who attended this years Symposium noted the presence of new Fargo FSDO Office Manager Mr. Chuck Winkenwerder. With Chuck's arrival at Fargo, there seems to be a relaxation of the tensions that had surfaced over the last few years between state aviation industry and general aviation and the Fargo office. One wag noted that this year the Fargo office personnel were highly visible sitting in on presentations by all the member organizations, rather than "circling the wagons in the courtyard" as in previous years. Chuck was even gracious enough to allow his stomach to be abused as a Chili Cook-off judge, a true act of selfless bridge-building if there ever was one. A highly unscientific poll by the Quarterly indicates that there is a growing perception of increased openness and rapid response to inquiries and the needs of the North Dakota aviation community by the Fargo office. We at the Quarterly welcome this new breeze across the high prairies.

Let's Go Flying With the taxes done, the lawn starting to look promising and May in the offing, all pilots are starting to get more active. This spring, summer and fall promise a number of fun fly-in's, places to go and hopefully wonderful flying weather. With the upturn in student starts and new aircraft coming off the lines and being certified, it looks like this is the time to head out to the hangar or tie-down, go out and brush off the cobwebs in our flying. For the professionals among us, less icing, more thunderstorms but a lot warmer walk-arounds promise a great "flying start" to the season. Let's take the opportunity of longer days to get out and about, checking out the great places we have to fly in the region. As ever, whenever you have the chance, use the excellent services offered by both our Council members and Symposium exhibitors as we start out on more work and fun flying.

STATE AIRPORT GRANT DEADLINE

The North Dakota Aeronautics Commission requests airport sponsors submit grant applications for improvements and maintenance by May 1st. The commission will mail out applications to airports at the end of March.

Federal airports are eligible for 50% for the now federal share of their 90% grant. State/local projects for overlays, crack sealing, seal coats, approach easements are high priority items. Airport sponsors are encouraged to receive and open bids prior to May 1st.

State Receives FAA Planning Grants

by Mark J. Holzer, NDAC

The North Dakota Aeronautics Commission was notified by the Bismarck Airport District Field Office that funding for the planning grant projects will occur in 1998. A pavement management grant for 50 federally eligible airports was offered. The other grant was to complete master plans at Lakota, Kindred, Glen Ullin - Hebron, and Edgeley (Phase II).

The pavement management grant will inspect 50 paved federal airports and state shall add 21 non-federal sites to the contract. Pavement ratings are used to program federal and state grants. The master plans are the first step in competing for federal funds. Typically, master plans address aviation demand, airport site development or relocation, environmental impacts, financial resources and local support. The master plan will provide the airport authority guidance for airport development into the next millennium.

We're Taking Advertising!

The Quarterly is now accepting advertising for its subscribers, starting with the July 15, 1998 issue. Rates listed are for a minimum of 1 year (4 issues). Sorry, no classifieds!

SIZE	RATE
1/8 page	\$136.00
1/4 page	\$255.00
1/2 page	\$476.00
Full Page	\$816.00

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COPY DEADLINES

July 15 issue: June 15
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January 15 issue: December 15
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From the Director's Chair:

The aviation community of this great state just celebrated its yearly gathering. It shared ideas, hopes and fears with each other. The individual organizations gained ground by getting together. The one thing that this writer is the most proud of is the comments I hear from outside the state, "How do you do your symposium?" My answer is simple, "The organizations do it. The Commission just assists when needed."

The industry organizations are the strength of the gathering. In the future, the council will be considering a change to how they present the topics to the symposium attendants. They will be reviewing a concurrence schedule. Simply put, it will give each presentation three time slots on the schedule. Thus, everyone who comes to the symposium will have a chance to attend at least 80% of all presentations given on any topic. With the diversity of the normal attendance, today a change is needed.

Chairman Vigesaa asked for a new look in the schedule for 1999. If you are an applicator, A/P and airport manager, you will be able to attend meetings on all three topics. You'll be able to cover more ground and topics than before. Look to the next issue for a proforma schedule. I want to thank Cecilia Hunziker, Great Lakes Regional Administrator, and Chuck Winkenwerder, Fargo FSDO Chief for their participation in this year's symposium.

I apologize for not being able to join the group this year because of illness. I really missed the companionship that goes with each event. I didn't miss the chili however.



Ms. Mia Hartvikson, Grand Forks, recently was awarded a scholarship prize from the ND Airports Association. The UND Aerospace student is shown receiving her check from AAND's Steven Johnson.

AAND News

by Tim Thorsen

AAND had a successful Upper Midwest Aviation Symposium for 1998. AAND was fortunate to have Cecilia Hunziker, FAA Great Lakes Regional Administrator, as a guest speaker. Cecilia spoke about the future of Federal aid. The strong list of topics Monday included speakers on surplus property, Flight Service Station (FSS) support, crack repair design, pavement condition, and environmental planning. An airport tour of Bismarck Municipal Airport was also conducted that included a demonstration of an ADA compatible mechanical passenger lift for use with regional aircraft. Tuesday's topics included airport management ethics, collection of user fees from AOPA's perspective, FAA airport programs and funding, State airport programs and funding, an FBO study overview, development of a basic airport marketing plan and a several case studies related to airport land use lawsuits. At a business meeting also held Tuesday AAND officers were elected for the coming year. Those elected and their position included:

POSITION	NAME	AIRPORT
President	*Jim Lawler	Mandan
Vice President	Curt Aalund	Bottineau
Secretary/Treasurer	Dean Iverson	Dickinson
Representative Region 1	Hank Bodmer	Kenmare
Representative Region 2	John Boe	Langdon
Representative Region 3	Steve Johnson	Grand Forks
Representative Region 4	Shawn Dobberstein	Fargo
Representative Region 5	*Tim Thorsen	Bismarck

* Also AAND Representative to NDAC
 This year the AAND/ND Aeronautics Commission award for Airport of the Year, Commercial Category was Bismarck Municipal Airport. Bismarck was selected for its efforts that culminated in a \$6.2 million runway extension, remodeling of the Commercial and GA Terminals and submission of a \$ 1.5 million PFC application that will be collected over the next five plus years. The General Aviation Airport of the Year was Wishek Municipal Airport for its successful

efforts to construct a paved runway without Federal Aid.

Those who did not attend this year's symposium missed an excellent program. Plan to attend next year!

I want to remind those member airports that have not paid their dues to send \$25.00 to:

**AAND, 11168 42nd RS SW
 Dickinson, ND 58601.**

The recipient of the AAND Annual Scholarship for Airport Management was Mia Hartvikson from Thompson, ND.

Surplus equipment will be posted on the NDAC - Airports Web Page. If you have any surplus equipment to list or need equipment contact Jim Lawler at (701) 663-0669 or Email: mdnaport@btigate.com.

Remember, if you have concerns about airports, airport issues or other related problems contact your regional representative. We are here to help!

Upcoming Events

April 25-26	Fly In Phillip, SD
May 17	Air Show Moorhead, MN
May 22-23	Air Show Jamestown, ND
June 6	NoDAK Flying Club Grand Forks, ND
June 13	Fly In Breakfast Beulah, ND
July 19th	Fly In Wishek, ND
September 20	Fly In Turtle Lake, ND

North Dakota Pilots Association

by Fred Adams, President NDPA

Another great Upper Midwest Aviation Symposium! Officers for the next year are President - Fred Adams, Vice President - Daryl Pitman, Secretary - Bob Scarlett, and Treasurer - Dan Vigesaa. Thanks to outgoing President, Mr. Harvey Hiring, for his work over the last several years. His dedication, patience, and hard work are appreciated.

During the annual meeting the changes at the Fargo FSDO office were discussed. The NDPA welcomes the new FSDO manager Mr. Chuck Winkenwerder. During the symposium, I heard many good comments about Chuck.

Membership rates were discussed and voted to remain the same. If you missed the symposium, but have not sent in your yearly registration, this is a reminder.

The results from the three pilot "Wannabee" program held in Bismarck, West Fargo, and Mandan were discussed. Both the NDPA and North Dakota Aeronautics Commission are looking forward to continuing this in 1998.

There is a Safety Seminar to be held in Bismarck and Fargo this spring. Look for more detailed information.

FLY SAFE!

Upper Midwest Aviation Symposium Exhibit Coordinator Highlights

by Fred Adams, NDAC Exhibit Coordinator

This was the 15th annual Upper Midwest Aviation Symposium. Once again, the weather had an impact on the UMAS. Last year the weather was a problem for those participants toward the East, while this year the snow was west of Bismarck.

The number of exhibitors was down from last year. One of the areas identified was the lack of an IA renewal program at the UMAS. With hard work and teamwork, the NDPAMA, Aviation Council, Aeronautics Commission, and new FSDO manager have solved that two-year-old problem. An agreement has been reached that will return the IA renewal to the 1999 UMAS.

The Chair of the NDAC has refocused its efforts to improve the timeliness of getting information to our members and exhibitors. The Chairman, Editor of the *Quarterly* and

Webmaster will be working closely to get lots of North Dakota information out in the four quarterly issues of the North Dakota Aviation *Quarterly*, update the new web site www.ndac.org, with lots of information between issues, and provide a complete UMAS schedule and highlights of next year's UMAS in a more timely manner.

Since I am both the Exhibit Coordinator and Webmaster, I would like to provide a link to any of our exhibitors who have their own web site. Please let me know what your URL is and I will include a link to it.

This year both featured speakers had their presentations in the exhibit area along with lunch served there also. No member organizations had any meeting past 5:15 p.m. on Monday to allow the exhibitors and attendees to have almost four hours together. The scheduling also was set to not have any member organization meeting past 11:30 a.m., neither on Monday, nor to start any earlier than 2:00 p.m. on Monday. We have been trying to change the schedule to increase the time the exhibitors have with the participants.

The Chili Cookoff was another hit. There were some exhibitors participating in this fun event. Remember that one-third of the available points comes from the presentation, one-third from the bribe, and one-third from the taste of the chili. There was some great tasting chili, but the other two areas were only average at best. Also, there were a couple of great presentations and bribes with only average chili. This is what makes it fun! Thanks to all who participated.

I received several comments about changes that might help. The Aviation Council will be looking at those in the next several months. Again, the NDAC wishes to thank each and every exhibitor for participating in the 15th Annual Upper Midwest Aviation Symposium. We are looking forward to 1999!



A young attendee to this year's Upper Midwest Aviation Symposium carefully inspects the line-up of admittance badges.

ND PAMA News

by Rod Brekken, NDPAMA Secretary

The Upper Midwest Aviation Symposium was a showcase for manufacturers, distributors, and just "plane" people again this year. Although our mechanics numbers were down slightly from last year, those of us that were there brought back information to our fellow mechanics and employers the changes and improvements the industry has to offer. For example, Cessna presented a very interesting look at the new Cessna and displayed their commitment to aviation for the future with their new line of personnel aircraft building on the airframe we all have known since our beginnings in aviation. This new line contains improvements in performance, styling and a few advances in avionics with refreshing surprises.

We also learned about the new engine being designed in Canada for current production aircraft. This engine is a liquid-cooled eight cylinder engine and is to be installed in Aero Commanders at a new facility in Devils Lake area. These are just a couple of the new and exciting things we learned about at the 1998 state symposium. We hope in the years to come, more of our state aircraft maintenance technicians will come to their state aviation symposiums. We need to stress to them and their employees the importance of attending these informative and innovative learning experiences. North Dakota PAMA needs the input of the hundreds of aviation maintenance technicians working in our great state to improve and expand the programs that exist and need to be developed. We need this commitment to help us all keep up with the ever expanding and changing world of aviation maintenance.

A new board of directors was elected at the annual meeting of the NDPAMA. Circumstances beyond their control required the resignation of the three members on the board since the 1997 annual meeting. The fourth member leaving the board was Dave Mohn who was our outgoing president. Elected to the president position was Mike Aarestad from Bismarck, elected to the vice-President position was Gordy Person from Fargo, elected to the secretary's position was Rod Brekken from Hillsboro. Rounding out the election was a vote for Trent Teets of Fargo for treasurer.

If you as an aircraft maintenance technician in the state of North Dakota have a need for training or an idea we could use for the upcoming 1999 symposium in the area of technical presentations, please contact any one of us on your board. We need the expertise of experience from young and old to improve the outcome from learning and to maintain our profession as the guarantee of excellence in aviation.

1998 UMAS PHOTO HIGHLIGHTS



"Now this is going to be good!" Chili cookoff initial judges; Dan Vigesaa, Cecilia Hunziker, (FAA Great Lakes Regional Administrator and DTAM's, Don Larson, listen carefully to Elf-Atochem's presentation.



"Bold, with a hint of cayenne and a strong blow torch finish." Chili cookoff final judges Victor Belenko (L), Matt Feringa (C), and Chuck Winkerwerder (R), think about one of the three finalists' samples.

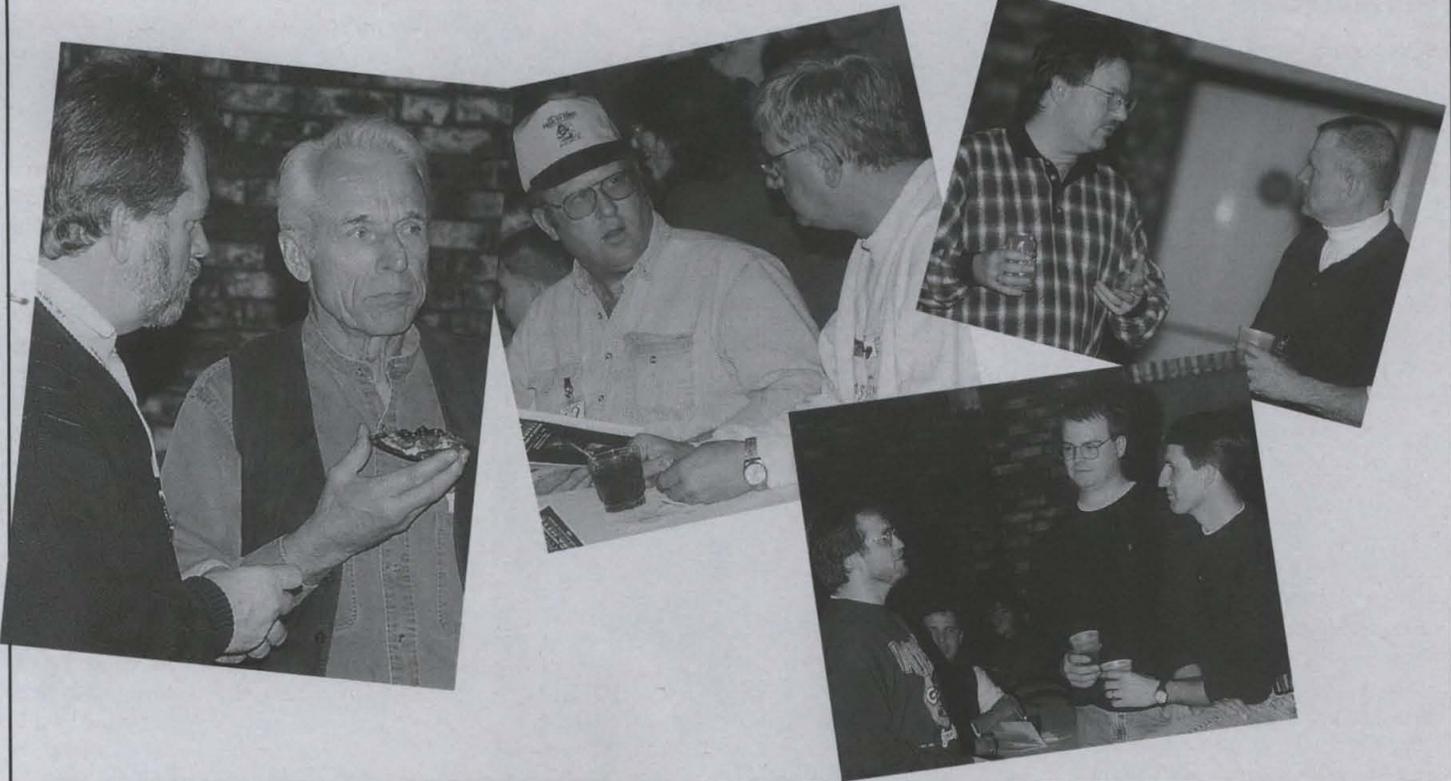


"You can't not love this chili," this finalist seems to say to finals judge Victor Belenko at this year's UMAS Monday Chili Cookoff.



"Digging In" to another contestant's chili are; Bill Beeks, left, Fred Adams (M), and Rick Kabanuck (R), as an interested bystander awaits their reaction.

SUNDAY ICEBREAKER





Linda Bueller from Way-Point Avionics, shows a prospective customer the latest in GPS Technology.



The newest Pan-Am weather systems software drew their interest of this symposium attendee.



Banquet speaker and Monday general session speaker, Victor Belenko kept Tuesday evening's banquet audience laughing and thinking about his adventures as "Topgunski in America."



Wishek Municipal Airport Manager, Loren Henke, accepts the AAND award as General Aviation Airport of the Year from AAND's Jim Lawler.

EXHIBITORS HIGHLIGHTS



The cheerful folks from Tanis showed off their chili and a solution for personal "block heating" from eating it!



AG-NAV2 vendor VAS Products shows off their latest and greatest to an interested symposium attendee.

BANQUET

Jeff Faught receives PAMA's Mechanic Award from PAMA's, Rod Brekke.



Council fixture and longtime secretary, Roger Pfeiffer, was awarded a special service award from council chairman, Dan Vigesaa.



Jim Lawler, congratulates Bismarck Airport Manager, Greg Hauk, on Bismarck's selection as Commercial Airport of the Year.

NORTH DAKOTA HALL OF FAME 1998 INDUCTEES

DANIEL L. WAKEFIELD - 1913-1995

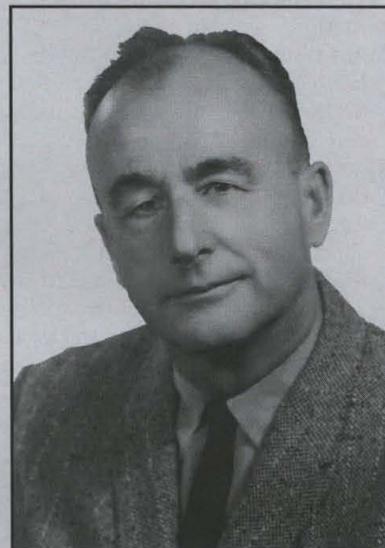
As a young boy growing up on a farm in Wisconsin, Dan Wakefield was inspired to become a pilot as he watched the presidential mail plane fly to President Coolidge's summer White House on the Brule River. He took his first aviation class while in high school in Chicago and went on to attend Haywood Normal College and the University of Wisconsin at Eau Claire. In 1934, Dan began his eight and a half year teaching and lifelong aviation careers in northern Wisconsin. He and a partner bought their first plane, commuted to Minneapolis for flying lessons, and earned both commercial and instructor ratings. During WW II, he joined the Naval Reserve and instructed Naval Flight students.

After managing airports and flight instructing in eastern Wisconsin, Mr. Wakefield moved his family to Devils Lake, ND in 1946 to accept a position as airport manager and operator of the Lake Region Flying Service. Wakefield Flight

Service was established as a Fixed Base Operation in 1947. He pioneered aerial crop spraying service in the local and regional farming communities, provided air ambulance service, and flew charter flights and line patrols for utility companies. He established the first aerial applicators school in North Dakota and trained many aerial crop sprayers both at Devils Lake and at South Dakota State University in conjunction with Texas A & M University. He was a Federal Aviation Designated Examiner and an early supporter of the development of an aviation program at the University of North Dakota.

A founding member of the North Dakota Aviation Operators, Inc., in 1948, Mr. Wakefield served as president of NDAA from 1967-1969. He also served as president and vice president of the North Dakota Flying Farmers, was a member of the Civil Air Patrol, International Flying Farmers, and an enthusiastic and effective lobbyist for the aviation industry. Among

the honors received by Mr. Wakefield were the Distinguished Service Award from the North Dakota Aviation Operators and the Outstanding Service Achievement Award from the Devils Lake Rotary Club.



WILBUR E. BREWER - b. 1924

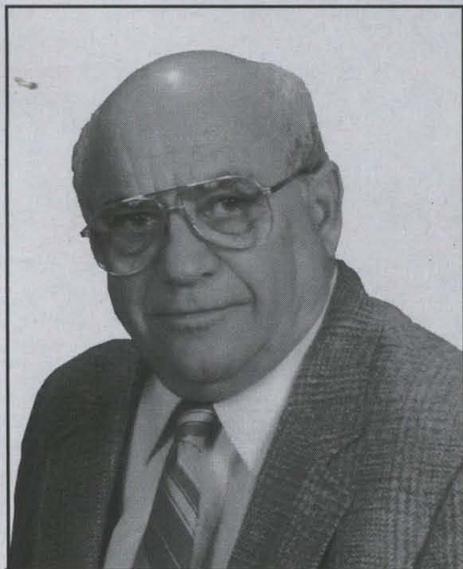
Wilbur Brewer returned to the family farming operation at Bowman, North Dakota after serving in the Army Air Corp during WW II and became an early provider of aerial application service in southwestern North Dakota. Aerial application was a new and effective way to

control crop pests and disease but the damage caused by hail continued to have serious impact on the area's agricultural economy. During the 1950's, losses were so high that crop insurance became unavailable and many area farmers were facing financial disaster. Wilbur Brewer was part of a group that investigated the new and often controversial cloud modification projects, then in operation across the country. In 1961, Mr. Brewer's company, Weather Modification, Inc., was founded and began an experimental project in Bowman County using aircraft to deliver cloud seeding agents to targeted thunderstorm cells. This project, later known as the North Dakota Cloud Modification Project, remains in operation today and is the longest running hail suppression project in the world.

Through Mr. Brewer's efforts, aviation students at the University of North Dakota receive weather modification training in the classroom and are then placed as intern copilots in weather modification

programs gaining invaluable experience flying in and around thunderstorms. Over 200 young pilots have been in the program. Many have gone on to careers in commercial aviation. During Mr. Brewer's thirty years in command, there were no serious project-related injuries. It is estimated that around 30,000 hours were logged by project aircraft in and around thunderstorms, half of the time in the dark, often with relatively inexperienced pilots. This outstanding safety record in dangerous flying conditions is a tribute to Mr. Brewer's emphasis on safety and his insistence on reliable, well-maintained, twin engine aircraft.

Mr. Brewer is recognized internationally for his leadership, experience, knowledge, and innovative techniques in the development of the weather modification technology which has resulted in reduced hail damage in North Dakota and around the world.



NDAA NEWS

by Mike Deck, President, NDAAA

At the NDAAA Business meeting held in conjunction with the Aviation Symposium in early March at Bismarck, it was agreed that we adopt a point system for recertification for the aerial applicators in North Dakota.

The following is a proposal that the committee members have come up with for future adoption. Please remember this is only a proposal.

CEU BASED RECERTIFICATION PLAN

1. NDAAA becomes lead agency for aerial applicator recertification.
2. NDAAA establishes program content and presenter.
 - (a) Topics and presenter submitted to ND Extension Service 30 days in advance for approval of CEU points.
3. Each applicator MUST maintain individual records of classes attended and points earned.
4. Certification interval remains at the current level of three years.
 - (a) Retest interval remains at nine years.
 - (b) Retest comprised of five questions from each of six presenters at annual convention.
5. Recertification requires the following CEU credits.
 - (a) 18 points in the general aerial category
 1. 12 points in the general aerial category
 2. 6 points in the aerial category
 - (b) Maximum of nine points in any one year
 1. Maximum of six general points
 2. Maximum of three aerial points
 - (c) Any extra points earned during certification period do NOT carry forward
 - (d) One point is earned for each 43 minute presentations
6. General category topics must contain
 - (a) Insecticide updates
 - (b) Herbicide updates
 - (c) Fungicide updates
 - (d) Pesticide safety
 - (e) Regulatory issues
 - (f) Current issue topic, eg. water quality, endangered species act, resistance management

The following presentations are approved for CEU points until further notice

- NDSU Extension Service Recertification Classes 6 points General
NAAA PAASS Aeronautical Decision Making Program 4 points Aerial
Operation SAFE Pattern Test 1 point Aerial
Minimum Standards
 1. Test must be performed at two different application rates
 2. Each rate must achieve
 - (a) Coefficient of variation 17% or less
 - (b) Operator must maintain hard copies of results

Operation SAFE pattern test with drift mitigation class 2 points Aerial
 1. Must meet minimum standards listed above
 2. Classroom presentation containing current drift research a mitigation processes.

ASAE/NAAA joint technical presentations: each, with prior topic approval 1 point Aerial
There will be a board meeting of the executive committee and area representatives on April 13, 1998, this proposal will be a topic of discussion at this meeting. We will keep you posted as to the outcome of this meeting, and this proposal. In the meantime, have a safe and prosperous season.

UND Aerospace Aircraft Tech Wins FAA Award

Steve Carpenter, Service Manager for the UND Aerospace Maintenance Department at the University of North Dakota, has been selected the 1998 Maintenance Technician of the Year for North Dakota by the FAA's Fargo Flight Standards District Office (FSDO). Carpenter will now be considered for the FAA's Great Lakes Region Maintenance Technician of the Year award.

Carpenter received his FAA Aircraft and Powerplant (A & P) licenses from the Dakota

Aero Tech in Fargo, North Dakota in 1979. After graduating, Carpenter was hired by Jamestown Aviation. He joined UND Aerospace in June, 1981. Steve started at UND as an A & P mechanic, was promoted to shift supervisor, became the staff Beechjet "guru" and now is the department's Service Manager.

Steve holds his Airframe and Powerplant certificates and Inspection Authorization certificate. Steve has factory training in

(Chairman's Corner from page 1)

- C. An extraordinary "European Rib Stitch Cord" stitching and tying machine.

Question #2.

When Victor first began to learn about American culture he took many of his lessons in our Super Markets. What did he buy Freedom Pads for?

- A. His girlfriend.
- B. To clean his kitchen.
- C. Knee Pads.

Question #3.

What is a Winkenwerder?

- A. A German skywriter.
- B. A malfunction that occasionally occurs to the GPS satellite system.
- C. Office manager at the Fargo FSDO office.

Question #4.

Where was Gary Ness during the Symposium? (This is an essay type question. If you have the correct answer, many people would like to hear from you).

Question #5.

Bob Simmers received a plaque at the banquet Tuesday night. This plaque showed two very wavy lines. What did these lines signify?

- A. The famous "Bob Simmers ILS Approach" as flown on a B-52 simulator at the Minot Air Force Base.
- B. The history of Aircraft Management Service showing a chart of its profit and loss on one line and the focus of its mission statement on the other.
- C. The pattern that Bob makes while skiing. The X on both lines marked the location of the tree.

Dozens of people worked hard to present this years symposium. The organizations that make up the Aviation Council created programs that their members, the aviation public, would enjoy. All of the members of the council and those who worked with the council on committees and assignments deserve your thanks. One major obstacle that the Council overcame was probably the chairman. I am deeply grateful to all of you for your patience, your forgiveness, your kindness, and for the way you always covered up my incompetence.

Beechjets, King Airs, McDonnell Douglas 500 helicopters, Robinson R22 helicopters, Piper Cheyenne I & II, Diamond Katana, Piper, Allison turbine engines, and Pratt and Whitney JT15D turbine engines. In addition to his broad experience and knowledge, he is also current in all equipment operated by UND Aerospace Maintenance Department.

(Boyer Interview, continued from page 1)

the state, which has witnessed a six to ten percent decline over the last two years.

Some critics of AOPA complain that the organization has become too oriented to Washington, D.C. politics and no longer deals with local issues effectively. Shouldn't AOPA be spending more time being involved in the other aspects of general aviation rather than lobbying the Federal Government?

Boyer was quick to point out that "the rules we all have to live and fly with are made in D.C.," so AOPA feels the need to work with the FAA and Congress to help them remember how general aviation is an integral part of the nation's transportation network. He went on to stress that AOPA handles over 400 regional and local issues at any one time, and that far from "forgetting" the local issues, AOPA is deeply involved in them, "That's why I'm here today," he commented. "We're very much more than Washington," he said, indicating that AOPA recognizes that the Federal government is the source for much of the funding that keeps general aviation airports, for example, alive. Boyer pointed out that by working with such groups as the National Association of State Aviation Officials (NASAO), AOPA helps to keep increased funding for the small, local airports alive and well.

He went on to praise the Experimental Aircraft Association (EAA) for its local and regional system as well, pointing out their

Young Eagles program and local Chapter structure as excellent means for keeping general aviation in the local picture alongside AOPA's Regional and national representation programs. "It's what EAA does well," he added.

What do you see as the best and the worst developments in general aviation at the present time?

Boyer was quick to look at the recent doubling of general aviation manufacturing as a very positive development. He attributed this directly to the passage of the GA Revitalization Act. The emergence of the New Piper Corporation from bankruptcy, the press towards full certification of new technology based aircraft and the recent increase in new flight students were all high points. He went on to mention the continued growth of various aviation organizations to speak on behalf of general aviation users as another positive sign in the long road back to GA health.

Boyer named the administration's fixation on a "pay your own way" philosophy regardless of taxation systems already in place as a negative development facing the general aviation community. He stated that there seems to be a lack of realization that general aviation is an integral part of the national transportation system already. He stressed to the *Quarterly* that the imposition of user fees on top of an already in-place fuel tax will only serve to hinder general aviation's rebirth, not to mention encourage

aviation users to avoid using fee-based services, with potentially dangerous results.

Where do you see AOPA in five to ten year's time?

"I see us as helping to keep the fun in general aviation." Boyer commented. He looked to growth in membership to encompass upwards of two-thirds to three-quarters of all pilots in the United States, perhaps over 400,000 in all, up from its current 341,585 and 55% share. He looked at the emergence of the AOPA annual convention and fly-in as a sign of more and more interest in general aviation, along with the already huge attendance at both Oshkosh and Sun-and-Fun. He mentioned the increasing importance of AOPA in regional and local aviation matters and to working more and more with local airport authorities in local and regional airport development.

Finally, is there anything we haven't discussed today you'd like to share with the *Quarterly* audience?

Boyer quickly emphasized the role of AOPA in air safety as a major part of the overall AOPA agenda. The AOPA Air Safety Foundation's increasing number of seminars and CFI revalidation clinics have been very well received and demand for them is increasing, he said. He stated that they hoped that ASF has helped to play a part in the latest decrease in the overall accident rate for general aviation.

IFR GPS Field Approval Flap No Issue for North Dakota

By Andrew S. Niemyer

North Dakota pilots who subscribe to the internet aviation news magazine *AvFlash* were startled to read in the Monday, March 16, 1998 issue about what was characterized as a "potentially serious" problem with obtaining FAA Field Approvals for IFR-certified Global Positioning System (GPS) installations. The article stated that on January 30, 1998 the FAA Flight Standards Office issued Bulletin FSAW 98-03 which called for all Field Approvals of such installations in GA aircraft to require a copy of "Instructions for Continued Airworthiness" (ICA's) and that all Supplemental Type Certificate's" (STD) applied for after January, 1981 would be required to have such instructions in order to be approved. The article went on to state that the Van Nuys, CA FSDO had stated it had no authority to approve ICA's and that it would require approval from engineer located at an Aircraft Certification Office, a process the article stated could take up to a

year. The article contended that this would have the effect of "shutting down all approvals of IFR GPs and many other STC installations."

In response to several reader's concerned inquiries, the *Quarterly* called the Fargo, ND FSDO about the article and the impact FSAW 98-03 would have on the many IFR-certified GPS installations in the area. FSDO manager Chuck Windenerder and Fargo FSDO avionics inspector John Kline reviewed both the bulletin and the article and then checked with the FAA's Great Lakes Regional Office. They contacted the *Quarterly* and passed along the following information:

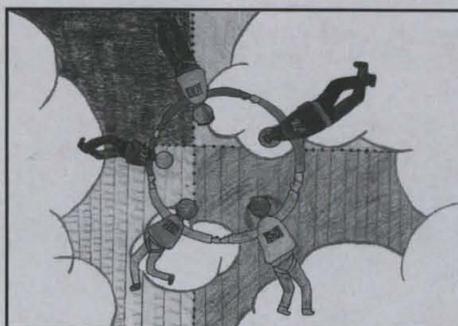
First and foremost, after reviewing FSAW 98-03, both Great Lakes Region and Fargo's opinions are the current Field Approval process in use in North Dakota is entirely valid for IFR GPS installations. Klein pointed out that FAA Field Approvals with a Form 337 are needed only if there is no specific STC

for that specific GPS and aircraft match. Klein went on to point out that so long as the installation and maintenance manual part numbers are properly referred to in the Form 337, with all proper log book entries and appropriate certification flights made, the Field Approval was valid under the interpretation of the bulletin by both Great Lakes and Fargo FSDO. Klein went on to point out that Form 337's are still required with STC's but do not require a Field Approval.

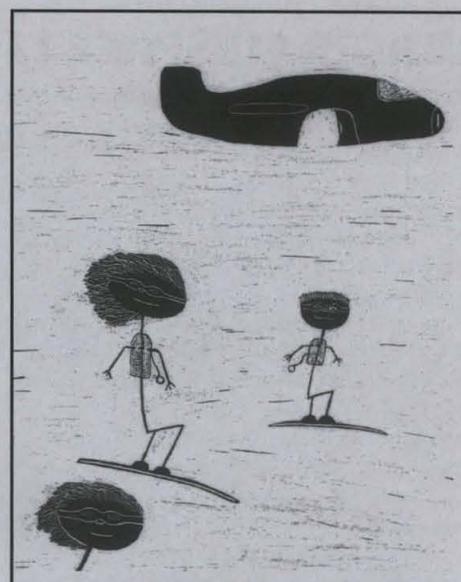
Both Winkenwerder and Klein declined to speculate why at least one and possibly more FSDO's would question the need for ACO involvement in what they characterized as a "fairly straightforward process." At least one avionics facility in North Dakota told the *Quarterly* that they had not had any problem whatsoever in any of their recent IFR-certified GPS installation approvals submitted to and received from the Fargo FSDO.



THIRD - Category III - Ages 14-17
Mitch Gross, Age 14

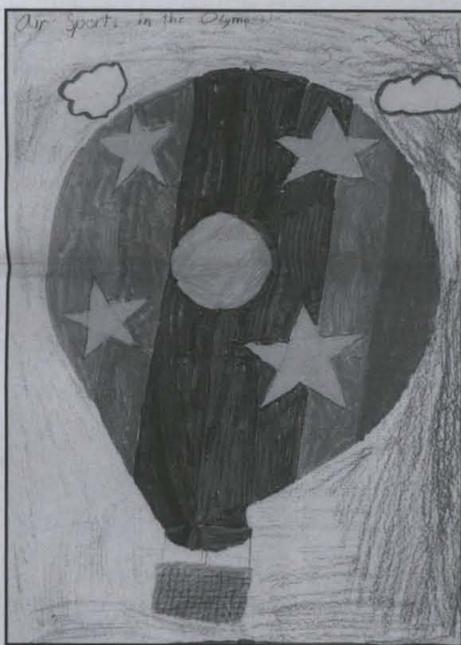


FIRST - Category II - Ages 10-13
Alexa Thompson, Age 13

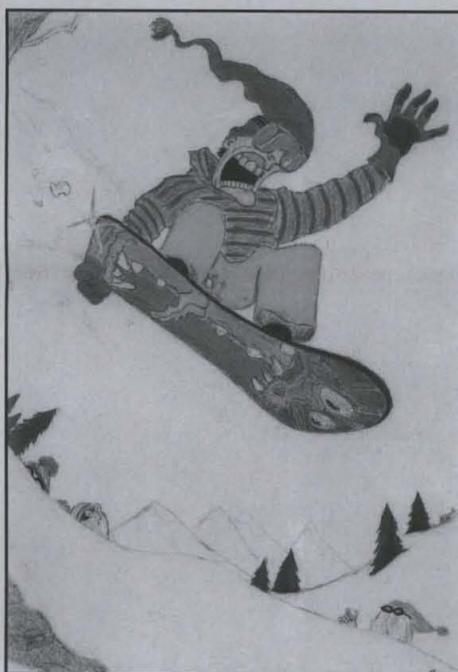


FIRST - Category III - Ages 14-17
Beth Yost, Age 14

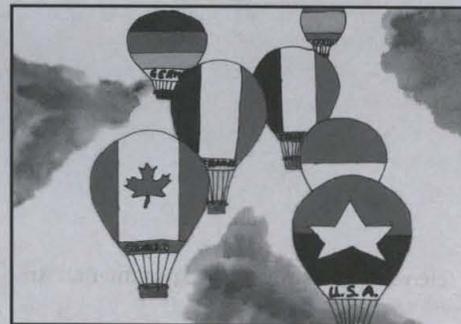
ANNUAL AVIATION ART CONTEST WINNERS



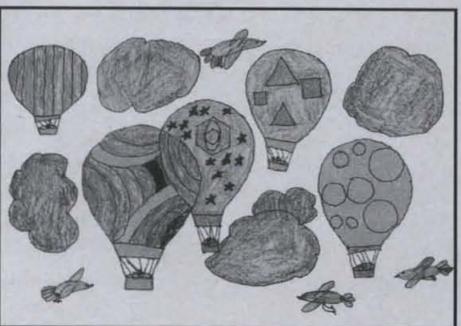
THIRD - Category I - Ages 6-9
Bobbie Crane, Age 9



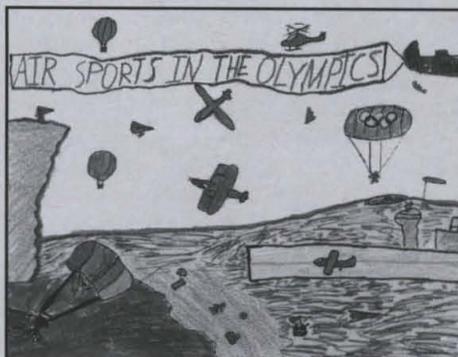
SECOND - Category II - Ages 10-13
Kody Martin, Age 12



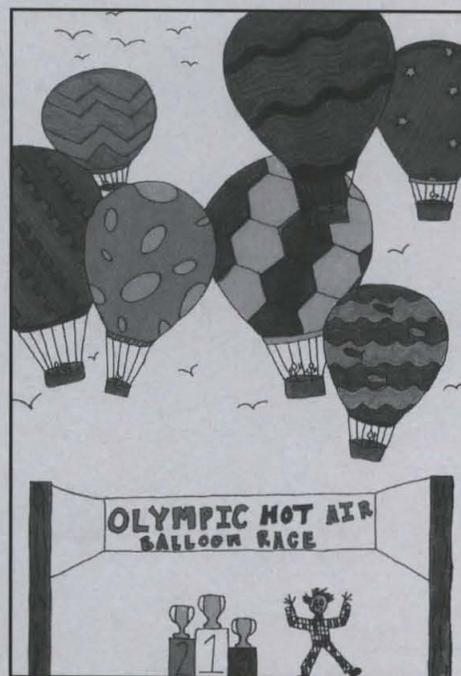
THIRD - Category II - Ages 10-13
Jenilee Myers, Age 12



FIRST - Category I - Ages 6-9
Kelsey Butler, Age 9



SECOND - Category I - Ages 6-9
Matthew Martin, Age 9



SECOND - Category III - Ages 14-17
Jessica Kovaloff, Age 14

WHO'S AIRSPACE IS IT, ANYWAY?

by Bill Brubaker, Director of Washington State Aviation

"Seattle Center, this is November 6374 Tango on 113.9."

"Roger 6374 Tango ... say destination."

"6374 Tango, we're headed for the Washington coast, the Copalis area."

"Roger ... eh, be advised as your present course will take you over the Olympic National Park, you'll have to contact the National Park Service on 114.5. Have a good day!"

"National Park Service, this is November 6374 Tango ... on a flight from Seattle to the Copalis Beach area. Do you have a flight advisory?"

"Roger, 6374 Tango, the airspace over the park is restricted. Do you have a permit, sir?"

"Negative that!"

"Sorry 6374 Tango without a permit you'll

have to avoid overflying the park. Be advised, you can get a permit by simply writing us a letter explaining the purpose of your flights, its course and destination. The letter should be submitted several weeks in advance, so as to have it processed by the time of your flight."

"Roger, NPS, turning south to avoid the overflight."

"6374 Tango, this is NPS, suggest you contact Federal Communications Commission on 117.4, as you're altered course will take you into their airspace and the vicinity of a four thousand foot tower. Thanks for contacting NPS, have a nice day."

"FCC, this is 6374, Tango, we have you on radar. Suggest to alter your course to 195 degrees to avoid contact with tower guide wires. They're unmarked, unlighted and not

on the charts."

"Roger."

"6374 Tango, upon leaving FCC airspace, contact the Olympia Coast National Marine Sanctuary on 124.3."

"OCNMS, this is 6374 Tango, requesting permission to enter your airspace below 2000 feet."

"6374 Tango, this OCNMS, state reason for request."

"Roger, OCNMS, we'd like to land!"

"6374 Tango, unless you have a permit, unable to approve!"

"@#%*!#*^*±@#."

"Boeing Ground, permission to taxi to hangar!"

Sound ridiculous? Think about it!

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