

NORTH DAKOTA Aviation Quarterly

Issue #41

www.ndac.org

NDAC

July, 1998

Chairman's Corner

by Dan Vigesaa, Chairman NDAC

It's summertime. Nights are very short. Days are very long. Sometimes this is a blessing. Sometimes it is a curse. Those of you who are NDAAA members and get up a couple hours before the sun and work until sunset are probably praying for wind so you can get some sleep. CFIs are cursing the night dual cross-country requirement. Anyone who stays out until the wee hours of the morning should be at a party, not in an airplane. NDPA members are struggling to stay night current and PAMA is upset with NDAAA because their spray planes always break down at six o'clock and they still have four good hours of daylight. PAMA will be working late tonight!

NDSAA can work for several more daylight hours after 5:00 p.m. and the fly-in airshow/breakfast circuit is in full swing. Flying Farmers are hoping for a good year so they can keep their airplanes. DTAM can work outside.

The Symposium Survey Visited

I just finished studying the surveys that were completed at the Symposium last March. Here, I think, are some interesting observations: NDAAA members outnumbered everybody but only 10% of them completed surveys. NDSAA had one of the smallest representations at the Symposium but 50% of their members completed surveys. What could this mean? NDSAA always attempts to influence the outcomes and NDAAA just wants to be left alone? I don't know. You try it. Both these groups had practically their lowest attendance numbers since Jim started keeping score. Maybe it means that both groups should work to bring more people.

NDPA had a large attendance and a large number of their members responded to the survey. 26% of the pilots who attended submitted 41% of the completed surveys. They have a lot of influence over next years Symposium.

(Continued on Page 8)



Isn't summer flying fun? Okay, so we're only joking! Just a reminder that summer storms are transitory, and winter just seems like forever. One thing that will help is attending "On Approach: 2000", the Upper Midwest Aviation Symposium, February 28 - March 3, 1999 in Bismarck.

"On Approach: 2000" Set as Theme for 1999 Upper Midwest Aviation Symposium

"On Approach: 2000" has been chosen by the North Dakota Aviation Council (NDAC) for the theme for the 1999 Upper Midwest Aviation Symposium. Scheduled to run February 28 to March 3, 1999 at the Radisson Inn, Bismarck, ND, the event will feature a new structure to its lecture series, allowing attendees a greater opportunity to attend programs sponsored by various member groups.

The new program structure will see each group, such as the North Dakota Aerial Applicators Association (NDAAA), Professional Aircraft Mechanics Association (NDPAMA) or the Pilots Association (NDPA) present the same programs several times over the course of the meeting. Thus, if a sprayer needs to get his or her recertification done, they could still attend a vital PAMA presentation and go to a NDPA program they wanted to see, but were unable to under the previous structure. Likewise, an aircraft owner could catch several NDPAMA lectures on aircraft maintenance as well as NDPA offerings.

"This is really going to open up a lot of our presentations to many people who were unable to participate in everything they wanted to," commented NDAC Chairman Dan Vigesaa. "We think this new format will really respond to Symposium attendee's desires to be able to attend a wider variety of the available presentations," he added.

Although over 6 months away, Council organizations have already begun to announce their plans for Symposium. NDAA's sprayer recertification program will feature Dr. Jerry Cockrell as their lead instructor. Cockrell has been featured at two prior Symposiums, presenting both safety lectures and two general sessions. Always a favorite of Symposium audiences, he will present a portion of the Professional Aerial Applicators Support System (PAASS) program as part of the sprayer recertification program. The objective of PAASS is to reduce aircraft accidents and drift incidents through the enhancement of pilot decision-making skills.

NDPAMA is currently working with the Fargo FSDO to once again present a complete IA renewal program at the Symposium. They hope to announce more details in September. The NDPA is also developing their lecture series. They have announced that they will

(Continued on Page 2)

From The Editor

by Andrew S. Niemyer, Editor-in-Chief

Spring and summer came early to the high plains this year, in stark contrast to the weather that plagued us last year. While early June was cool and damp, and even surprised some North Dakota pilots with icing along the northern half of the state, the clear mornings and late twilight have tempted us all to get in the air often. Pilots are gathering around the usual places and talk turns to several issues both local and national in scope.

On Again, Off Again "Ticketing" Program

The controversial plan to reduce paperwork at FSDOs by allowing ramp inspectors to write out non-administrative action "tickets" for minor violations has sparked a firestorm of controversy. Depending upon who you listen to, it either gives a pilot a "break" by simply writing him or her up locally, with the matter expunged from all records after two years and without costing the fortune it takes to hire an attorney to contest the alleged violation. Or it's yet another part of the international conspiracy by the FAA and the airlines to deny us the Constitutional right against self-incrimination, right to trial by jury and the divine right to fly in United States airspace and do anything we darn well please with airplanes. After talking to people at various organizations, including the Seattle FSDO chief who's office was the trial for the program, it seems like another "good idea" run amok and ruined by too many bureaucrats.

The original idea was that for really "small potatoes" stuff, like many of the things found at a ramp check, and that were agreed upon by both the owner/pilot and the inspector, a form would be issued and signed by both agreeing to the problem and that it would be dealt with by the owner/pilot. If you disagreed, you were free to contact the FSDO and talk to them about it. If you really objected, you could ask for a full-scale Administrative Action procedure to take the place of the chit. By the time the idea had been run by and massaged by the same folks who give us the FARs and the like, it included such guidance for issuing inspectors that if one refused to sign the ticket, it could be taken as a "non-cooperative attitude" and thus give them reason to do a full-scale violation. A far cry from the "it's just like a simple traffic ticket" concept that started the whole idea! Further, it lacked any guidance, other than what some folks were orally passing on, for appealing the issuance of the ticket in the first place. All in all, the program seemed too hastily thought up, too quickly implemented, and objections to the whole thing without a formal review pro-

cess too easily dismissed as the conspiratorial ramblings of "the usual suspects." The *Quarterly* is glad that as of early this month the whole thing has been put on hold, yet again. We suspect that part of the reason for postponement is the strenuous objections not only from general aviation, but from the airlines as well, who suddenly realized their operations, too, fell under the process.

Just What Part of "No" Don't You Understand?

We are proud that the House Transportation Committee has sent to the floor of the U.S. House of Representatives an FAA Authorization Bill that again tells the Administrator and the Executive Branch "No!" to user fees. While the legislation has yet to go through the rest of the enabling and conference process, it sends a very clear message that user fees and the Balkanization of the FAA by dividing it up into pieces and funded by user fees will not be tolerated. We urge all our readers to contact their elected representatives and senators to urge them to approve the House version of the Fiscal 1999 FAA bill.

Better Wash the Airplane, Here Comes the CAP

Quite a few strong opinions have been expressed over the agreement by the Civil Air Patrol to participate in a FAA program to check local airports for "suspicious" aircraft that might be involved in drug trafficking. Under the program, adult members of the Air Force Auxiliary will make uniformed visits to public airports to visually inspect (no touching, please) aircraft parked out in the open. Among other "indicators" they'll be looking for to indicate "probable cause" that your plane is engaged in illegal activity (and reported to the FAA and on to the DEA) is a dirty airplane. By whose standards, we ask. Anyone who has flown his or her working farm plane in from a dirt or grass strip is going to have a different level of "clean" than John Q. Corporate. While the CAP has been in the anti-drug business for many years, flying long patrols along the Mexican border, the work there involves some clear guidelines. In this case, the subjectivity involved is much murkier. To us, one pilot's "dirty" airplane is another pilot's plane just to about to get its annual wash job. Heaven knows what they're going to think of the two small Grateful Dead stickers that are visible from the ramp that adorn the inside of this writer's airplane! We think that CAP ought to stick to its on-going programs of youth involvement in aviation and improving its search and rescue capabilities and training. Our personal training and experience on the legal aspects of criminal law tell us the inspection program could lead to increasingly bad

press for a well-intentioned organization. It could further expose its members to litigation, no matter how fruitless, over what "probable cause" drove a CAP member to turn in your plane.

(Approach 2000 continued from page 1) again start on Sunday afternoon, February 28, prior to other groups, in order to allow pilots the chance to attend programs that time and work commitments may prevent them from otherwise participating in.

North Dakota Aviation Quarterly
Official Publication of the
North Dakota Aviation Council
Editor/Publisher: Andrew Niemyer
Phone (701) 328-9650
North Dakota Aviation Council
Board Members 98/99

- Dan Vigesaa Chairman
- Randy Lahren . NDAAA/Vice Chairman
- Roger Pfeiffer Secretary
- Jim Lawler AAND/Treasurer
- Tim Thorsen AAND
- Fred Adams NDPA
- Darrel Pittman NDPA
- Bill Keyser NDAA
- Bob Simmers NDAA
- Bill Beeks NDAAA
- Mike Aarstad NDPAMA
- Gordy Person NDPAMA
- William Stramer NDFF
- Michael Gunia NDFF
- Bill Grieve NDSAA
- Jeff Voight NDSAA
- Don Larson DTAM
- Richard Larcombe DTAM
- Gary Ness ND Aero. Comm.

North Dakota Aviation Quarterly
Published January 15, April 15,
July 15, October 15

Send Address Changes To:
North Dakota Aviation Quarterly
C/O Andrew Niemyer
P.O. Box 5020,
Bismarck, ND 58502-5020
www.ndac.org

COPY DEADLINES

October 15 issue: September 15
January 15 issue: December 15
E-mail: aniemyer@btigate.com



From the Director's Chair

by Gary R. Ness

What do summer and fall have to offer the North Dakota aviator? It is surprising the number of calls we receive from people out of state for information on places to visit by aircraft in our state. Thus, maybe we should point out to our state aviators the points of interest for them too.

- 1. International Peace Gardens, Dunseith** – The World's only Peace Garden that sits astride an international border and is supported by both countries' governments. The airport ident is S28. It is a 3000' x 60' paved (non-lighted) airport with a ramp in each country to facilitate customs check-in either way. Visit summer and early fall for great color.
- 2. Fort Lincoln, Mandan** – last home and command of Lt. Col. George Armstrong Custer and the 7th Cavalry. Access airports: Mandan (Y19) or Bismarck (BIS).
- 3. Theodore Roosevelt National Park, Medora** – Theodore Roosevelt is the only national park named in honor of an individual. Roosevelt founded the national park service as our nation's 26th President. Access airports: Beach (20U) or Dickinson (DIK).
- 4. Fort Union, Williston** – From 1829 to 1867, this trading post was the "vastest and finest" of a string of posts dotting the northern rivers. The completely rebuilt post features 20 foot palisades and two story trading house and other recre-

ational points of interest. Access airports: Williston, Sloulin Field (ISN).

- 5. Bonanzaville, West Fargo** – This exhibit has 40 preserved buildings from the pioneer era with a museum jam packed with artifacts and odd, but interesting, collections. An aircraft display is an outstanding contribution to aviation history. Access airports: West Fargo (D54) or Fargo (FAR).
- 6. The Rendezvous Region** – Frost Fire, Mountain Summer Theater, Icelandic State Park, Pioneer Heritage Center, Valley of the Gods, Pembina Gorge, Fur-trade outposts of Antoine Gingras, Pembina State Museum. Access airports: Walhalla (96D), Pembina (PMB), Langdon (D55), and Cavalier (ND06).
- 7. Dakota Territory Air Museum, Minot** – A museum of typical and non-typical aircraft and memorabilia related to our state. Access airport: Minot (MOT).

There are many more across the state. We, in cooperation of the Tourism Department, send out a state promotional packet along with a chart and airport directory to inquiries. If you as a North Dakota aviator want to see the vast amount of place to visit in our state, give us a call or write and we'll send you one too.

Have a great summer. Discover the Spirit!

NDPAMA News

by Mike Aarestad

I have often told people that it is a good thing that I work at the airport because I probably would be sitting at the end of the runway anyway. Some days it gets a little "thick" around here but it averages out to be a good business.

I am reminded daily that it is important to "fix it right." The business of maintenance is a lot like golfing, "One good drive supercedes 30 bad hits." A lot of times, one rewarding project finished works the same way.

I would like to ask all operators to send in an application for the Maintenance Technician of the Year Award. This form will be in a future issue of this magazine. You all know of someone that is deserving of this award.

I would like to ask all maintenance technicians to think about other A&Ps in their area. We would like to update a list in North Dakota of A&Ps to see who's out there. Hope everybody has a prosperous year.

Aeronautics Commission Awards State Airport Grants

On May 13, 1998, the North Dakota Aeronautics Commission issued grants to public airports totaling \$666,100 for the 1998 construction season.

The following commercial service airports received \$433,919 as follows:

1. Bismarck	\$86,017
2. Dickinson	38,500
3. Devils Lake	10,500
4. Fargo	91,836
5. Grand Forks	82,500
6. Jamestown	51,148
7. Minot	48,418
8. Williston	25,000

The following general aviation airports received \$232,181 as follows:

1. Adams County (Hettinger)	\$5,100
2. Barnes County (Valley City)	2,164
3. Beach	2,500
4. Beulah	4,000
5. Bowman	30,000
6. Casselton	1,000
7. Cavalier	2,100
8. Cooperstown	8,003
9. Drayton	38,000
10. Ellendale	1,000
11. Enderlin	5,000
12. Garrison	2,530
13. Langdon	11,000
14. Larimore	40,000
15. Leeds	1,017
16. Mandan	18,063
17. Mercer County (Hazen)	1,000
18. Mohall	6,000
19. Mott	4,000
20. New Rockford	1,965
21. Oakes	5,500
22. Rolette	5,000
23. Rugby	1,250
24. St. Thomas	5,000
25. Stanley	3,000
26. Tioga	3,655
27. Watford City	20,000
28. West Fargo	4,334

The revenue source for these commercial service and general aviation airport grant allocations is derived from the aircraft sales tax submitted through aircraft purchases, the general fund air service account, and the 4% tax on aviation motor fuels sold in North Dakota.

"These grant funds are used to rehabilitate airport pavements and match federal funding for airport projects. The demand for state grants totaled \$3,341,373 for both the commercial service and general aviation airports of which only \$666,100 or 20% was allocated," reported Aeronautics Commission Director Gary R. Ness.

NORTH DAKOTA PILOTS ASSOCIATION

Your Part in the "Wannabee" Program

By Fred Adams, President NDPA

The North Dakota Pilots Association has just completed the first year of its Pilot "Wannabee" program. We served barbecues and beans to more than 700 people at six different airports across the state. More than 150 people signed up for an "introduction to airplanes" class that we call "Phase II". Between 20 and 30 prospective student pilots took "Phase III" discovery flights. Many of them have already completed their flying lessons and are Private Pilots.

Your support of the Pilots Association is helping to start the long process of nursing general aviation back to health. You are part of a nationwide movement of pilots, FBO's, and industry leaders that has begun the work of bringing aviation from a near death experience to full recovery. You have helped show skeptics that it can be done. With your help we will continue this process until aviation comes back.

The entire program is brand new. It was created by the executive committee of the North Dakota Pilots Association from an idea that is working in Illinois. We are still improving the program and we expect it to work much better during the next round. Hints and suggestions from our members will help make it better. If you can think of anything that it needs, please call, write or send us some e-mail. You will be doing even more to strengthen general aviation.

Now we are busy contemplating our next step. We plan to bring the program to the major North Dakota communities at least once a year. We plan to invite all of the members of the Pilots Association to have an integral part of each presentation. Our members will serve all of the meals, register the guests, and perform many of the planning and organization functions.

To do this we will need your help. Dues dollars pay for part of the program even though much of the cost is underwritten by a grant from the North Dakota Aeronautics Commission. Please keep your dues current and invite all of your friends to join our association and keep programs like the "Wannabee" program going.

Join us at all of our "Wannabee" locations. If this is not possible, attend as many as you can. When you do come, come to work. Plan to help us set up, to serve, to register our guests, to greet those who do come, to clean up or to coordinate all of the activities. The program has become far too large for one person or for the executive committee to do it all. If it is to grow and make an important contribution to the future of North Dakota aviation, we need the help of our members. Can we count on you?

We plan to schedule future programs well in advance and to notify our members as soon as these programs are scheduled. This is to allow our members to adjust their own schedules so they can be present at many, if not all, events. If you can be a part, let us know. If you can't actively participate, talk about it. Tell others to get involved. Encourage your non-flying friends to attend. Talk to the committee or to other members about the program. Everything you do for aviation will help the groundswell that is bringing aviation back.

Thanks for participating. We look for a coalition that will build a strong aviation community with a great future.

DOT Managers Decide to Continue Operating Loran-C Navigation System

High ranking managers from FAA, the U.S. Coast Guard and the Department of Transportation have decided the Loran-C navigation system should continue operation beyond the year 2000.

While no new termination date was set, AOPA has learned the Coast Guard is planning to operate Loran through 2008. The decision still requires the Secretary of Transportation's approval. DOT had previously planned on shutting down Loran on December 31, 2000, despite almost universal opposition from users.

In testimony before Congress, AOPA has repeatedly pushed for continued Loran op-

eration, arguing that it fulfills a vital navigation need and that Loran is a logical, cost-effective secondary system to GPS. Last March, for example, AOPA President Boyer told the House Transportation and Infrastructure aviation subcommittee that DOT should "continue Loran-C service until the augmented GPS system proves itself ready to serve as sole-means navigation system for general aviation and users are prepared to reap the benefits."

The FAA reauthorization bill currently pending in the U.S. House of Representatives directs DOT to maintain and upgrade the Loran-C navigation system throughout the

transition to satellite-based navigation.

Loran Saves Money for Aircraft Owners, Government

Boyer said that continued Loran operation would save money for aircraft owners and the government.

According to a draft Booz-Allen & Hamilton study prepared for the Department of Transportation, replacing Loran receivers with GPS receivers could cost aircraft owners some \$315 million.

That study, ordered by Congress last year, also concludes that it is far cheaper to continue operating Loran than to turn it off.

It would cost some \$764 million to terminate Loran in 2000, with most of that cost falling on Loran users who would have to buy new navigation equipment. The government would spend \$100 million to decommission Loran sites. Booz-Allen & Hamilton estimated that continued operation of Loran beyond the year 2015 would cost a total of \$473 million over the 15-year period. Those costs including replacing old vacuum tube transmitters with solid state equipment, technology upgrades to meet aviation requirements, and ongoing operation and maintenance expenses.

But there would be no costs to Loran users, who have already bought their receivers.

"It makes all the sense in the world to keep Loran operating," said Boyer. "We encourage Secretary of Transportation Rodney Slater to accept the decision of his managers and recommend continued funding for Loran-C."

FBOs Key to Civic Development

by Riaz A. Aziz,

Upper Great Plains Transportation Institute

Fixed-base operators (FBO) often are the front door to a community and can offer more than aviation services to the general public. They often are the first to come in contact with visitors or businesses seeking to learn about the prospects of relocating or expanding into the community. FBOs also can be the link between convenient air service and economic prosperity to the local community. However, the image of General Aviation (GA) airports in the eyes of those who do not use the local airport is often less than positive and can be the difference between getting support for or opposition to the airport.

Over the years, the role of the FBO and airport operator at GA airports has changed. No longer is it sufficient to assume pilots will fly to a facility just because it is there. Nor can one assume that today's users of the airport will return tomorrow. Competition,

(Continued on Page 5)



Homebuilts, production planes, commercial aircraft and even warbirds like this B-17G will be gathering later this summer at the annual fly-off EAA headquarters in Oshkosh, WI. (Photo © Andrew Niemeyer).

(Continued from Page 4)

cost, and a changing global economy requires that FBOs, airport operators, and the community work together to solve problems and shape their future, if desired goals are to be achieved.

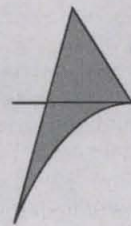
For every one airport in North Dakota there are two economic development agencies (EDA). This study revealed that most EDAs in the state have little idea what services their local airport offers and many do not include aviation activity as a priority in their economic development programs. EDAs are a resource that airports and FBOs can tap into to help promote the local airport as a viable economic asset of the community. In communities where EDAs work in partnership with the local airport, the community benefits. EDAs promote access to air transportation to businesses interested in moving to a community and also helps promote the community as a nice place to live. Partnership between the airport, FBO, and EDA can result in increased activity at the local airport, and research shows that investment in the local airport will translate into multiple expenditures and increased employment in the community.

To improve the viability of air transportation assets in a community, airport and FBO operators should:

- Build partnerships with local and regional EDAs to include aviation-related activity in their long-term economic development programs.
- Heighten the profile of the airport by developing relations with the editors of the local newspaper and managers of radio and television stations so they help promote runway and hangar construction projects as a positive initiative for the community.
- Publish an annual newsletter with articles that magnify the economic contribution of the airport to the community in terms of payroll and number of primary and secondary employment it creates.
- Organize open houses at the facility and encourage local business, legislators, civic groups, and airport tenants to visit with one another and continue to drive home the message that the airport is more than a playground for the "rich and famous."
- Take every opportunity to speak at schools, universities, civic groups, and local government meetings to educate people on the benefits of the airport to the community.
- Focus on improving the quality of services offered to the aviation and non-aviation public, specializing in one or two areas that may bring higher returns than offering too many services at cost of quality.
- Decisions will be made with or without the airport's involvement. Become involved in local and regional politics. It is better to have a say on what is in the best interest of the airport than to have the airport's interest misunderstood.
- Use the literature published by aviation organizations, which offers strategies for implementing programs to promote and enhance the airport's image and helps attract new investment.
- Encourage students in graduate degree programs at nearby colleges to develop their thesis on an airport marketing plans, developing grants and proposals, or how to bring new air service to the facility. The students benefit from the research and the airport gets a marketing plan.
- Travelers often do not consider the cost of driving, parking, and time when choosing lower airfare that requires driving several hours to a larger city, instead of flying from their local airport. Educate travel agents to educate the public on the benefits of using air service from the home airport.

(This report is excerpted from the North Dakota Airport and FBO Impact Study, July 1998).

AIRCRAFT MANAGEMENT SERVICES



- Pilot Services
 - Aircraft Brokering
 - Aircraft Purchases and Sales
 - Aviation Consulting
 - Flight Instruction
 - Pilot Certification
 - Flight Department Management
 - Aerial Photography
- Pilots For Hire

Bob Simmers
 President/Pilot/DPE
 8523 Briardale Drive
 Bismarck, North Dakota 58504
 Office: (701) 223-4754
 Fax: (701) 223-9566
 Cell #: (701) 220-8623
 E-mail: bobs@wdata.com

NDAAA UPDATE

by Cindy Schreiber-Beck, NDAAA

Safety First

When recently questioned by a news reporter from the *Grand Forks Herald* about the number of accidents involving agricultural aircraft, I took the opportunity to talk around the question, hopefully giving him and the readers some insight into the "big" picture. Yes, there have been a number of incidents and accidents this season but are the numbers truly up if you look at the statistics? The numbers of hours already put in this season probably equal two ordinary seasons or more – so yes, in a measurement of time, the numbers are greater, but one should look at the hours flown or acres sprayed to get an accurate picture.

When prodded by the reporter to say that pilot fatigue (a catch-all phrase to me) was to blame for the accidents, I responded that I had not viewed any of the investigation reports and would not rule out mechanical problems. I agreed that this has been a tough season due to the wet conditions but the demands put on the pilots by the growers to get the spraying done and the lack of suitable weather in which to spray, probably interplayed more than pilot fatigue. I related that the industry is either feast or famine – in the dry years the growers forget to patronize the aerial applicators but in the wet years there are not enough pilots and airplanes to get the spraying done nor can an operator (and the local banker) afford to invest in a fleet of aircraft and pilots to wait for the wet years.

I could not provide any magic answers to the questions asked, but attempted to provide some information and cite how important the industry is to agriculture – not only in the wet years. Along those lines, the Association wishes a speedy recovery to those who have been injured in an accident this season. I know many thoughts are with you. And to those flying, please take the extra time and caution necessary to make each and every load a safe one.

On The National Scene

The Professional Aerial Applicators Support System (PAASS) Program will be available to state/regional associations. Dr. Jerry Cockrell was recently hired as the lead instructor and will be available for presentations. The objective of PAASS is to reduce aircraft accidents and drift incidents by enhancing pilot decision-making skills. Dr. Cockrell will be presenting a portion of the PAASS Program at the 1999 recertification program in North Dakota.

NAAA members are urged to write: Dr. Floyd A. Horn, at the USDA-REE-ARS-SPA-OD at 7607 Eastmark Drive, Suite 230, College Station, Texas 77840, in regard to the decision to dramatically reduce support for the aerial application research program at the Southern Crop Research Laboratory at College Station, Texas. The ARS was placing personnel and funding currently committed to the aerial application program into a new entomology-based research effort focused on biological and biologically based technologies utilized in Integrated Pest Management and area-wide pest management strategies. The ARS action is expected to eliminate all aerial application research at College Station. Further information is available by contacting the NAAA office of the NDAAA office at 701-642-5777.

The NAAA National Convention and Exposition is scheduled for December 7-10, 1998 at the Tropicana Hotel in Las Vegas.

A new brochure, titled, "Why? Because..." is now available from the NAAA. Kristin Snow and the Education and Public Relations Committee took the lead in the development of this eight-page, four-color brochure suitable for the general public.



Pilots from around the region gathered together to attend several NDPA/FAA/ASF Safety symposiums this spring. Here, Bismarck area pilots attend one meeting.

FAA Issues Speed Restrictions on Early Model Bonanzas

The FAA has issued an Airworthiness Directive restricting early model V-tail Bonanzas to a 144 mph "never exceed" speed because of the possibility of in-flight "ruddervator" flutter. The AD, which takes effect July 7, covers Raytheon (formerly Beech) Model 35, 35R, A35 and B35 Bonanzas built between 1947 and 1950.

In the last 11 years, there have been 11 confirmed reports of in-flight tail surface vibration involving the early model Bonanzas. In the most recent cases, flutter broke control surface hinges and a tail bulkhead in a properly inspected, well-maintained B35 Bonanza.

"This is a very difficult issue because there is no clear-cut cause," said Douglas C. Macnair, AOPA Director of Aviation. "The only common thread seems to be high speed and turbulence." Macnair noted that many of the 11 aircraft experiencing flutter had properly balanced and rigged ruddervators (the combined elevator and rudder unique to V-tail aircraft).

AD 98-13-02 requires installing an instrument panel placard restricting the never exceed speed (Vne) to no more than 144 mph (125 kts), marking a new red line on the airspeed indicator glass, and inserting a copy of the AD in the limitations section of the airplane flight manual.

The AD also applies to Model 35, 35R, A35 and B35 aircraft *even* if the tail-strengthening modifications such as a cuff to anchor the leading edge of the stabilizer or the so-called "stub-spar" have been voluntarily installed. However, FAA may consider such modifications as part of an alternate means of compliance to the AD on a case by case basis.

"While a speed restriction isn't the ultimate answer, we also recognize that it will take some time to find the problem," said Macnair. "Raytheon and FAA have examined this issue many times before. There isn't any other obvious solution at the moment."

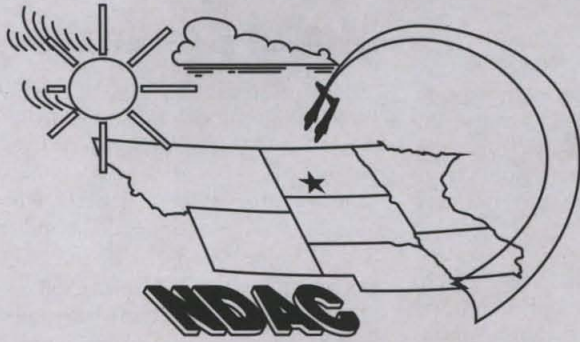
Macnair noted that both AOPA and the American Bonanza Society have examined FAA's data. Both agree that a *temporary* speed restriction is appropriate to ensure the safety of the early model V-tail Bonanzas.

On Approach: 2000

February 28 - March 3, 1999

Radisson Inn
Bismarck, ND

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



ORDER FORM

NDAC LOGO PRODUCTS

LEATHER JACKET (S, M, L, XL, XXL) \$150.00 x ____ = _____
 Allow 4-6 weeks for delivery (BLACK or BROWN)

MUNSINGWEAR CHAMBRAY SHIRT \$30.00 x ____ = _____
 XXL add \$3.50

SUPPLEX WINDSHIRT, FOREST GREEN \$35.00 x ____ = _____
 XXL add \$3.00, XXXL add \$4.00

COTTON TWILL CAPS \$7.50 x ____ = _____
 Dark Green, White, Silver, Khaki

OUTER BANKS POLOS 50/50 BLEND WITH POCKET \$20.00 x ____ = _____
 XXL add \$2.50
 \$22.50 x ____ = _____

CIRCLE COLOR AND SIZE

TOTAL _____
TAX (6%) _____
TOTAL DUE _____

MAKE CHECK PAYABLE TO:

**NDAC Logo Products
 8523 Briardale Drive
 Bismarck, ND 58504**

Name _____
 Address _____
 City, State, Zip _____
 Phone: _____

VISA MASTERCARD

No. _____ Exp. Date: _____ Holders Name _____

(Chairman's Corner continued from page 1)

Some of the winners this year included free meals with your registration fee, general sessions at noon, and the chili feed. There was strong support for the *Quarterly* as it is and the new web site. Almost everyone agreed that the Aviation Council should be involved in both national and state aviation issues.

High Flight - In the Buff

It may sound like an interesting new twist to the Mile High Club but it comes closer to a Walter Mitty story.

Several members of the Aviation Council and the Pilots Association flew to Minot a few months ago for some dual instruction in the U.S. Air Force B-52 simulator. A private contractor provides simulator based pilot training to all of the B-52 flight crews based at the Minot Air Force Base. The total crew complement is down to 17 crews and because these crews take actual flight training much of the time, the full motion, day/night, visual instrument, B-52 simulator is under utilized. Six of us got the chance to help out those poor "Maytag Repairman" type sim instructors.

Eight throttles actually do fit into one hand. I had often wondered about that. A B-52 will do a beautiful aileron roll but it does not land on an aircraft carrier. You will crash every time you try it. I promise.

The B-52 "Buff" held the world record for climb rate until the F-15 was built. Roger Pfeiffer held the airspeed at 300 knots while all eight engines were at military full power. The vertical speed indicator was cemented to the six thousand foot-per-minute peg. We called the simulator console operator to find out how fast the real climb rate was. He said, "It is at eight thousand seven hundred feet per minute and still going up."

The six of us tried several instrument approaches and visual landings. We did air work and even tried mid-air refueling. All of us were like giddy teeny-boppers at a Spice Girls Concert. We own an enormous debt of gratitude to Rudy Debevec and the entire simulator staff. It was an unbelievable day. I still don't believe I left my log-book back at that house!

Have a great summer. Do everything you can to promote general aviation and I will see all of you at the next Symposium.

We're Taking Advertising!

The *Quarterly* is now accepting advertising from its subscribers, starting with this 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

Send your photo/scanner ready copy by September 15 to:

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

Make checks payable to:
NDAC - Advertising

||||| 208502 *58502

|||||
MARK J. HOLZER
ND AERONAUTICS COMMISSION
PO BOX 5020
BISMARCK, ND 58502-5020

PAID
JUL 27 1998
NORTH DAKOTA
AERONAUTICS COMMISSION

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

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