

Aviation Quarterly

Issue #42

www.ndac.org

NDAC

October, 1998

Chairman's Corner:

by Dan Vigesaa, Chairman NDAC

The frost is on the pumpkin. The geese are flying south. The nights are cool. The days are crisp. All self-respecting aviation professionals and serious amateurs are winterizing.

To the North Dakota Aviation Council, winterizing means planning. Already the schedule has a new look. Call it modernizing. Call it streamlining. Exhibitors will have longer uninterrupted hours with symposium guests. We are committed to bringing the exhibitors and the participants together for more quality time.

The new concurrent session concept will have its debut. We think you will like it. We will have fewer programs that will be presented more often. You will have a chance to enjoy the presentations from several different organizations without missing any of your own.

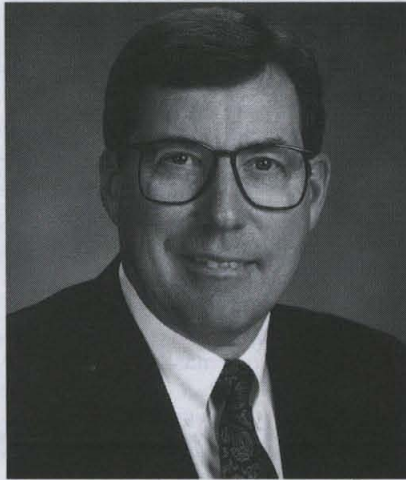
Our members are planning some powerful programs with some nationally known speakers. The Agricultural Aviation Association has already contacted Jerry Cockrell to introduce the new PASS program to North Dakota Applicators. Dr. Cockrell has been on the national aviation speakers circuit for years and is well known for his aviation wit and wisdom.

PAMA and the FAA will be offering IA renewals again this year. This important symposium feature has been missing for several years. Chuck Winkenwerder, the new office manager at the Fargo FSDO office, and Gordy Person, one of the pioneers of our Upper Midwest Aviation Symposium, have put their heads together and created a way to bring it back.

NDPA has also collaborated with the FAA and has plans to offer the ground portion of the biannual flight review at this year's symposium. If you attend the approved classes you will get credit for the oral part of your BFR. Your attendance at the NDPA presentations will also make you eligible for the FAA Wings program.

We have a lot of work left but we are all

(Continued on Page 2)



The North Dakota Aviation Council and the Quarterly mourn the founder and dean of the University of North Dakota's aviation program, John D. Odegard, who died Sunday, September 27, after a three-year fight against cancer. He was 57.

Odegard was the only leader UND's aviation program ever had. He founded the program in 1968 as the Aviation Department in the university's business college. In 1984, the program was granted status as a college at UND and Odegard was named its dean. It grew to become the university's second largest college with departments in Space Studies, Atmospheric Sciences and Computer Science, in addition to the Aviation Department.

Odegard was an accomplished pilot, logging over 14,000 hours flight time. He was recognized in the aviation industry as an innovator in aviation training and received many awards for his accomplishments, most recently, the FAA's 1998 Excellence in Aviation Award.

A native North Dakotan, Odegard's leadership in the aviation field helped nurture a growing aerospace manufacturing industry in the state.

Issue Fails in Senate by Narrow Margin

ND Senators Conrad, Dorgan Side with FAA, Votes Help Defeat "Hoover Bill"

North Dakota United States Senators Kent Conrad and Byron Dorgan sided with the Federal Aviation Administration Friday, September 25 and voted against the so-called "Hoover Bill", helping to defeat the measure 51 to 46. The measure, designed to curb abuses of the FAA's "Emergency Revocation" authority, had been strongly supported by most of the aviation community during the recent session of Congress.

The bill, developed by numerous aviation organizations, including EAA, AOPA and NATA, had been introduced as HR 1846 as an amendment to the FAA reauthorization bill. Led by Oklahoma Senator James Imhofe, those supporting the bill had high hopes of its passing. The FAA was able to convince such Senate leaders as Arizona's John McCain and Kentucky's Wendell Ford, leader and senior minority member of the Senate's Commerce, Science and Transportation Committee respectively, to oppose it. Both Democrats, Conrad and Dorgan followed Ford's lead and joined in the vote against the bill.

The bill had been designed to change current law which allows the FAA to instantly suspend or revoke an airman certificate if they determine a pilot poses a threat to safety and has violated Federal Aviation Regulations. Many in aviation felt that the FAA had tended to demand an emergency revocation regardless of the circumstances surrounding the alleged FAR violation. An appeal to the National Transportation and Safety Board can stop the revocation action, but the process was under heavy criticism as being too unwieldy and taking far too long.

Named for world famous test and airshow pilot Bob Hoover, himself a victim of a revocation that he fought successfully over the

(Continued on Page 2)

From The Editor

By Andrew S. Niemyer, Editor-in-Chief

Fall weather has come again, and with less thumps and bumps and lower density altitudes come increased precipitation and the specter of icing in PIREPS, TAF's and other reports. As we begin to look towards winter, the North Dakota Aviation Council is working at getting their new Upper Midwest Aviation Symposium format put together. They hope that any of you with thoughts and ideas will come forward to add your ideas to the mix.

NWA STRIKE PUTS EMPHASIS ON GA AND AIR CHARTERS

The Northwest Airlines strike in late August and early September brought home to many of us one of the great values of general aviation: The ability to get where you need to go, when you need to get there. During the first 10 days of the strike, this writer made three round trips to Minnesota and one to Chicago. Weather was great, the airways uncrowded and most importantly, no appointment or commitment that had been previously made was cancelled. There is something unique about being told by MSP tower personnel to "take whatever runway you want." Not to mention watching Cessna 152's in the pattern flying past parked Boeing 747's!

Of interest was the fact that too few of the travelling public even considered using their local or area Part 135 Air Taxi operators. A brief survey around the state indicates that few operators report any increase in their operations during the strike. Frankly, this is puzzling, given that often times a party of four or more can fly round-trip to many destinations in the region for less than the cost of an airline ticket. Perhaps it was a lack of advertising or maybe a failure to get in touch with local news outlets to let the general public know about the bargains that can be found in chartering their own flight. In any event, it was an opportunity that was missed to further broaden a customer base to include those who think that air taxi service is only for the rich and corporate well to do.

AN "UNFORESEEN CONSEQUENCE" TO GPS DIRECT?

The recent death of a long time Minot based pilot when his C-177 flew into a mountain near Billings in the early morning hours around August 3rd has generated new discussions about Controlled Flight Into Terrain (CFIT) and GPS navigation. No one can argue that flying direct point-to-point via GPS navigation is not a boon to aviation. However there appears to be early raw data indicating that a number of recent CFIT incidents involved aircraft flying off-airways on GPS-direct flights under VFR rules and not using flight following services from enroute ATC. It is very easy for anyone to forget to take

that line of flight that their GPS is showing them, glance at their altitude and then correlate that proposed track to a chart. Further, the greater the distance to be flown, the greater the change in the heading to be flown along one's track. Without careful review and consultation with charts onhand, an unlucky and perhaps inattentive pilot can wind up finding that the freedom of GPS-direct flight can have an unintended and disastrous consequence. From this loss of a friend perhaps some good will eventually come in the reemphasis upon those basic skills we all were taught.

WHERE'S MY COPY OF THE QUARTERLY?

To those of you who feel they may have been "missed" in our last issue's mailing, we can assure you we are not out to get you. A recent review of our mailing list revealed literally hundreds of people, companies or organizations who do not belong to any of the NDAC's member organizations or who did not qualify for a courtesy copy were getting copies anyway. Consultation with the leaders of each organization led to some major changes and the elimination of much duplication of effort and has helped cut our considerable mailing costs. If you think you are entitled to a copy, contact one of your group's leaders listed in our masthead to verify your name is properly listed on the membership lists of your organization.

(Chairman's Corner continued from Page 1)

getting excited about next year's symposium.

It looks like our open forum will be back. The airspace issue is dead but there may be many other issues that we need to talk about. This year we hope to spend less time on one topic and bring more of them to the table. We may talk about user fees, traffic tickets, FBO subsidies, LORAN vs. GPS, local public pressure against an airport, etc. If you can think of any issue that you would like to bring up tell your Council member or bring it to me.

Let me know what you think about the Aviation Quarterly circulation. We have many old addresses in our data base that the staff at the Aeronautics Commission has been working hard to clean up. We think it is a lot better now but many questions remain. All of the printing costs for the Aviation Quarterly are paid from Symposium registration fees. Several of our member organizations send very few representatives to our symposium and thus pay very little towards the cost of the Quarterly. And yet we may have their entire membership included in our Quarterly mailing list. Should we be charging these member organizations for postage, or is there another way for us to

recover our costs?

The next issue of the Quarterly will be the big Symposium issue. We should have all of the schedules complete, the speakers confirmed and our plans in place. All we will need is to talk it up and convince everyone to come to the symposium. See you in March!

(Hoover Bill continued from Page 1)

course of 2 years, the bill was intended to allow an expedited hearing for the pilot before the NTSB. The NTSB hearing would be used to determine if a true emergency exists to justify an immediate revocation.

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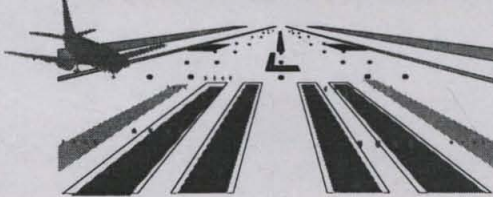
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January 15 issue: December 15
E-mail: aniemyer@btigate.com

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North Dakota Aeronautics Commission



From the Director's Chair:

An e-mail passed through my computer the other day and it gave me time to pause.

The gist of the comment was "what has the Aeronautics Commission done recently about airport improvements?"

The North Dakota Aeronautics Commission has had an airport grant program since 1967. It has granted \$ 6,873,730 to 96 general aviation airports since its inception. The four air carrier airports have received \$6,354,451 and the four commercial service airports have received \$8,392,948 over this 32 year period.

When you figure the majority of these state funds were matched by federal dollars with a 9-to-1 federal/local match, that is a bunch of dollars into the airport system for repair, maintenance, and reconstruction. These dollars come from the aviation fuel and excise taxes along with a state general fund contribution each biennium.

For a state with wide territory and low population, these airports are extremely important to all. The Commission has undertaken several programs to keep us informed about our airports. A "Pavement Management Program" is set up and updated every 3 years. A continuous "Airport System Plan" is always in update status along with an "Economic Impact Evaluation". The Commission contracted for an "Airport Needs Report" and an "FBO Study". All-in-all, these studies don't just kill trees, they give the Commission a "bird's eye view" (pun intended) of our airport system and gives the Commission a vision for the future.

If you have an interest, please stop and ask us your questions, we may even have the answer!

ND PAMA NEWS

IA Renewals Back for 1999 Symposium

A formal, "one-stop" renewal program for North Dakota aircraft mechanics holding the Inspection Authorization (IA) rating will again be a feature of the 1999 Upper Midwest Aviation Symposium. The on-site program, the first to be held at the Symposium since at least 1996, will be offered over the course of the meeting from February 28th to March 3rd, 1998 at the Radisson Inn, Bismarck, ND.

Attempts over the previous few years to have IA's renew their ratings at a series of events statewide was met with considerable dissatisfaction. The change in how the renewal program was done proved expensive and time consuming for both mechanics and providers. The system caused many to consider forgoing the renewal of their rating. Prior to that, many Airframe and Powerplant (A&P) mechanics holding the rating came every year to the Symposium to hear a variety of presentations in order to qualify for renewal.

This year, North Dakota Professional Aircraft Mechanics Association (NDPAMA) leaders Mike Aarstad, Bismarck and Gordy Person, Fargo, along with others, came to Fargo FSDO manager Chuck Winkenwerder and other Fargo FSDO personnel seeking to once again offer a renewal program at a single site. The single site program offers mechanics the opportunity to attend the Symposium and participate in its many offerings as well as qualify for renewal of their rating.

The program will be offered in cooperation with the Fargo FAA FSDO, with much help coming from Rapid City, SD FAA facility personnel. Vendors are presently planned to help provide a series of lectures spread out over the course of the Symposium, each at multiple times over the course of a day in order to allow attendees to go to presentations by other organizations. At present it is the only A&P IA renewal program planned for 1999 in North Dakota.

Complete details will be in the January, 1999 convention registration issue of the *Aviation Quarterly*.

NDAAA News

by Cindy Schreiber-Beck

Convention Bound?

Although North Dakota ranks second in the number of Part 137 Operators, it is not well represented at the National Agricultural Aviation Association National Convention. With the better than average season this year perhaps the exposition hall will be elbow-to-elbow with North Dakotans, December 7-10, 1998, at the Tropicana Resort & Casino in Las Vegas. The annual convention offers operators and pilots the opportunity to see and learn about the latest technologies, visit with vendors, interface with other operators from around the world and even have some fun. The focus of the convention is productivity and profitability - who would not want to be productive and profitable? The Aerial Applicator Business Management Course will again be offered - previous attendees found this educational seminar to be an excellent source of information. The course, offered December 4, 5, 6, 1998, at the Tropicana Hotel, is an intensive 3-day workshop of financial management and marketing specially designed for aerial applicators. Registration forms for the NAAA 32nd Annual Convention & Exposition and the Business Management Course are available from the NAAA (telephone 202.546.5722 or fax 202.546.5726.)

Board Meeting Briefing

Although this writing is prior to the NDAAA Board meeting scheduled on September 25, 1998, in Fargo, the membership should be apprised of agenda items. Specifically the agenda includes: NAAA Update, Zeneca Leadership Training Program Candidate, Public Relations ("Wings of Agriculture") and the Commodity Group Presentation), Recertification Update, Insurance Task Force Report, ND Ag Coalition, Lobbyist for the upcoming legislative session, Accidents/Incidents/Complaints, Fall Meeting Schedule, Annual Meeting Speakers, ND Grain Growers EPA Tour, Request from North Dakota Firemen's Association and canopy penetration studies conducted by ND Extension Service. The membership will be informed of the decisions made or direction taken by the NDAAA on these issues. Members are welcome to contact your director (NW - Gene Knutson @ 664.2229; NE - Dan Barta @599.2626; SE - Rick Hoistad @724.6235; SW - JB Lindquist @ 567.2069) to discuss your concerns and receive a first-hand report of the meeting.

PAASS Is Moving Forward

During the preceding eighteen months PAASS has been successful in meeting these short-term strategic objectives:

SHORT TERM OBJECTIVES

- Raising the awareness within the applicator community of the importance of

(Continued on Page 4)

North Dakota Pilots Association

By Fred Adams, NDPA

Well, another summer went "flying by". The officers of the NDPA had their first fall meeting to get ready for another exciting Upper Midwest Aviation Symposium (UMAS). There will be a change in format for the UMAS, and the PAMA schedule will be headed by Gordy Person and Mike Aarstad. Those of you who are both pilots and mechanics will be able to know in advance what the exciting programs are and hopefully be able to attend program in each area. The IA renewal will also be back!

I got a chance to take my family on a tour of the Air & Space Museum in Washington DC in August. What a cross section of aviation history. There is a new Corporate Aviation section in one corner: "neat stuff"!

Part of my vacation took our family to Norfolk VA and the Oceana Naval Air Station. I was assisted by my good friend, Capt. Andy Niemyer USNR. Yes, its the same Andy who edits the Quarterly. He was able to get my two boys and me a special look at the F-14 Tomcat. Not only a guided tour of the flightline, but some time in the F-14 simulator. I spend six days a year in a Citation simulator so in general that's not new, but the full 360 degree visual is something to take your breath a way. Now even though the motion was not on, the boys got a chance to fly one of the world's best fighter aircraft. Doing loops, rolls, and chasing bad guys. Lots of fun to sit on the side and watch.

Now my turn was interesting. Not want-

ing to look bad, I climbed to about 25,000 feet and then played. Got the loop around without hitting anything solid. Well, later on I was in the middle teens (15,000 MSL) and though I would try a loop, somewhere over the top I must have not pulled hard enough, the instructor voice in the headphones said "haven't seen this in a long time". That voice should have told me I was not quite up to "TOPGUN" standards, but it a simulator, and I'll never get another chance to fly a F-14, so I just keep going around, except when I finished the loop my altimeter showed negative 3,000 MSL! Only "Johnny Quest" and I can fly at 25,000 MSL one minute and -3,000 MSL the next. My recovery out of the water was great: Full afterburner and 250 KIAS with a 30° pitch up. My boys, our guide, and the simulator instructor all had a good one on "Dad". I thought I had better tell this before someone tried to use it against me some day. Thanks again, Andy for the help. The boys and I thought it was "really cool".

Back to more NDPA stuff, there are two "Wannabe" programs in the works. I do not have any dates yet, but you will hear more as the details are finalized. Hope you had a chance to take in a summer fly-in or airshow. The T-Birds up at Minot were great. What a great day for the show.

Make plans for the February 28th through March 3rd for the Upper Midwest Aviation Symposium in Bismarck!

AAND News

by Tim Thorsen

After a long summer break, the NDAC held a meeting on September 11, 1998. A significant item decided was to change the format for the 1999 Upper Midwest Aviation Symposium. The format change will result in subjects/speakers being scheduled multiple times. This change should allow each attendee more opportunities to see varied presentations. I will report more on this change in the next *Quarterly*.

A check with Region representatives revealed everyone was busy with maintenance and construction this summer but had no specific items they wished to report for this article. I would like to remind those airports with underground fuel storage tanks that the December 97 EPA deadline to remove or upgrade underground tanks to the new standard is rapidly approaching. Act now to stay in compliance.

Remember, if you have concerns about airport issues or other related problems contact your regional representative and raise attention to that issue. I also ask that if AAND members have suggested subjects or information for our quarterly article please contact me. I can be reached at (701) 222-6502 or E-mail: thorsent@btigate.com.



ON APPROACH: 2000

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(PASS continued from Page 3)

striving to eliminate off-target drift incidents and aviation accidents.

- Building support for the acceptance of industry-wide application stewardship principles.
- Fostering a greater understanding by the aerial applicator community of the need to advance higher standards of professionalism and performance.
- Establishment and recognition of PAASS as a program committed to the future of the aerial application industry.

These objectives were achieved by PAASS through the following activities:

- Production of two videos and the distribution of 2,000+ copies which were viewed by 20,000+ commercial applicators.
- Outreach to government agencies, industry trade associations and busi-

nesses or companies having an interest in agricultural aviation.

- Building an industry-wide partnership with every entity involved in the aerial application process from regulators, chemical companies to the end user.
- Industry research, focus groups and applicator surveys to determine the continuing educational needs of ag pilots and aerial spray business owners.
- The development of program content to address the immediate concerns of off-target drift reduction and improved ag aviation safety.
- The donation of untold hours by volunteers from regulatory agencies, research and academics institutions, and industry representatives in program content development.

See you all at the PAASS presentations at UMAS '99!



DTAM volunteers recently got together to help remount the Museum's Douglas C-47's control surfaces. The surfaces had been re-covered and were placed back on "the old-fashioned way."

Dakota Territory Air Museum News

by Rich Larcombe, DTAM, Minot, ND

As you are reading this the Dakota Territory Air Museum is closed for the season. Now don't be too upset about not getting here to visit this summer because if you want we can arrange special tours anytime of year for groups or individuals. Just give us a call.

The summer season started off with a special display produced by the ND State Historical Society called the "Wild Blue Yonder." It shows the story of the USAF's history in and with the state of North Dakota over the last 50 years. It tells the story with pictures, artifacts, models and memorabilia collected through the years past and present.

We were pleased to participate in the showing since it will only be displayed in three locations in the state (Heritage Center in 97, DTAM in 98 and Pembina in 99). If you can't get here to see it, next summer it will be on display in Pembina; it will be well worth your time since it is both educational and informative.

P-40 Update

The spring of '98 was eagerly awaited this year because a P-40 Warhawk had been donated to the museum and it was expected to arrive by truck at the first sign of good weather. Well "Old Murphy" had his say because on February 25 the first day of a 4-day blizzard guess who showed up?, that's right, "Old Exterminator" herself.

The old girl needs a wing and just a "few more" parts but we were very pleased to make a home for her. If anyone out there has any ideas where we can find a wing please let us know.

Projects Update

Summer at the Air Museum means work

projects. Painting, mowing grass, cleaning and polishing display case; arranging exhibits, rearranging display aircraft and working on the many aircraft projects that keep us all smiling.

The big job this past summer/fall has been the C-47 Dakota. We had to replace the fabric on the ailerons, rudder and elevator, which took longer then we thought and "whole bunches" of fabric.

We got engines and props for it from Basler Aviation in Oshkosh and they should be up and mounted real soon. Then we need all new glass and a pretty paint job and a dozen or two other little things and we can move on to another project.

Speaking of new projects, the museum had a Ford Aerosport (late 30's vintage) given to us this summer. It has a flathead V-8, an open cockpit with a steering wheel and it's in a hundred or more pieces. This one's going to be fun!

Also this past year Ed Grenvik's beautiful Talorcraft was donated to us and we will find an appropriate place of honor within our facility.

Other aircraft on display this year included Loren Gajewski's Waco UPF-7 from Alexander, ND, which he had loaned us for display purposes and for which we are very grateful.

Just to give everyone a heads up, the Museum is planning our next building construction. If you have read this far you must realize we need more room. The artwork for construction is already complete, committee's have been formed and we hope that the new facility will in place and very likely nearly paid for to celebrate the "Centennial of Flight" in 2002.

From Your Grand Forks AFSS GPS News and Notes

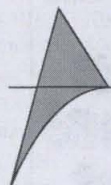
GPS Receivers designed for non-precision aviation navigation attain accuracy to within 30 feet. However, the potential accuracy has been demonstrated down to within a millimeter. That's not much more than the width of the period at the end of this sentence.

Receiver Autonomous Integrity Monitoring (RAIM) allows a computerized GPS receiver to maintain a self awareness on whether or not it has information from enough GPS satellites to reliably calculate position and altitude. (RAIM in not a measurement of how accurate the GPS system is.) To calculate a valid position and altitude a GPS receiver must have line of sight communications from at least five of the seven to eight satellites it usually receives information from. RAIM info should always be associated with certified TSO-129 GPS receivers (aircraft with a fancy GPS for IFR approaches.)

Model 1 Full Capacity (the computer system used by Grand Forks AFSS) RAIM data is a forecast of RAIM availability. This changing availability could make flight planning difficult for pilots wanting to use GPS approaches. RAIM forecast data is calculated once a day for a 24 hour time period.

GPS receivers are always scanning the seven to eight satellites usually above the horizon. A GPS receiver needs a minimum of three satellites to navigate, four to obtain altitude (not very accurate), and five to execute an IFR approach (or RAIM). Eventually, most airports will have a certified GPS non-precision approach, about 6,000 of them.

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 Fax: (701) 223-9566
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 E-mail: bobs@wdata.com

A Message for All Airport Managers

From the ND Aeronautics Commission

In order to prevent misunderstandings and problems in the future, the following are the do's and don'ts of surplus property, including travel trailers recently supplied to many area airports.

- The property must be used only for the stated purpose and must be put into use within one year after acquisition. The property is not to be taken with the intention of holding on to it for the 18-month restricted period and then disposed of in any manner.
- If modifications are to be made, the modifications must be completed within the first year. Residue remaining after modification can be sold without authorization from Surplus Property if it is valued at less than \$500. The proceeds from the sale of residue must be deposited into the account from which the item was originally purchased. If the residue is valued at more than \$500, Surplus Property must be contacted regarding disposal before you can proceed with disposal.
- The property is to be used as long as it is usable for the stated purpose and/or as long as there is a need for the property. However, it must be used for the stated purpose for a minimum of 18 months after it has been made ready for use.
- If the property becomes unusable or there is no longer a need within the 18-month restricted period, it can be disposed of but not without authorization from the Surplus Property Agency.
- If the property becomes unusable or is no longer needed after the 18-month restricted period, it can be disposed of according to the owning organization's disposal policies and procedures.

During the next 60 to 90 days, you will receive a utilization questionnaire asking whether or not the item is in use and any other comments/concerns you have regarding the trailer. Please complete and return it as soon as possible. During the next 18-24 months, on-site visits will be made by a representative from Surplus Property. Any questions regarding the use of surplus property are to be directed to Linda Engmann at 328-9667.

(Grand Forks AFSS continued from Page 5)

Satellites: they're not just a scientific oddity for TV any more.

Please call or come by GFK AFSS if we can be of help in the future. Our toll-free number is 1-800-992.7433.

More on GPS/RAIM is also available on the FAA's web site @ www.faa.gov. (Also see the GFK AFS web page: <http://www.ama500.jccbi.gov/at/gfkafss/gfk.htm>).

Aviation Hall of Fame Nominations Due November 30

North Dakota Aviation Hall of Fame nominations are once again being distributed throughout the region. Nomination packages, due November 30, 1998, must include such things as the nominee's major achievements towards the enhancement of aviation, significant contributions to the development of others in aviation, and special services to the state in aviation activities, either directly or indirectly and any other information that the nominator's may feel will help round out the application. A 5-by-7 inch black and white picture of the nominee should also be included in the package, which must be double-spaced, in type and limited to no more than three pages.

Those submitting nominations may use the form printed on the inside back cover of this issue of the Quarterly.

Those selected for inclusion in the Aviation Hall of Fame will be honored at the Upper Midwest Aviation Symposium's Annual Banquet, Tuesday March 2, 1998 at the Radisson Inn, Bismarck, ND.

Happy Halloween!



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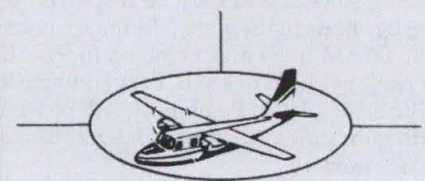
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1/8 page	\$136.00
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Send your photo/scanner ready copy by December 15 to:

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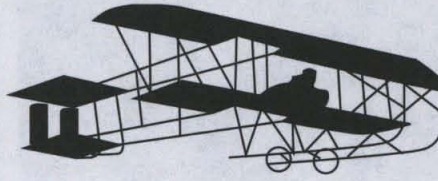
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Bismarck Municipal Airport

Bismarck, North Dakota 58504

Phone: 701/223-2055

North Dakota Aviation



HALL OF FAME

NAME OF NOMINEE: _____

BIRTHDATE: _____ IF DECEASED, DATE OF DEATH: _____

CURRENT PLACE OF RESIDENCE: _____
(If applicable)

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

THIS NOMINATION SUBMITTED BY:

(Individual or Corporation)

Address, City, State

Telephone: (Home) _____ (Work) _____

INSTRUCTIONS

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

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



"See Honey, we weren't goofing off!" Seven Idaho and Washington state based pilots recently passed through Bismarck on their annual fling trip. Every year they pick a destination and fly loose formation in their assorted Piper Cubs, Super Cruisers and a "home-built" Super-Cab. This year the seven are following the Missouri and Mississippi Rivers to New Orleans. From the left, they are: Gary Hart, Jon Gravestock, Bill Mervyn, Brock Hill, Warren Hill, Ed Smoltz & Paul Hopper.

**Deadline for January, 1999
Symposium Special Issue
December 15, 1998!**

ANOTHER REASON TO FLY YOUR OWN PLANE!

Murphy's Law of Airline Travel

1. No flight ever leaves on time unless you are running late and need the delay to make the flight.
2. If you are running late for a flight, it will depart from the farthest gate within the terminal.
3. If you arrive very early for a flight, it inevitably will be delayed.
4. Flights never leave from Gate #1 at any terminal in the world.
5. If you must work on your flight, you will experience turbulence as soon as you touch pen to paper.
6. If you are assigned a middle seat, you can determine who has the seats on the aisle and the window while you are still in the boarding area. Just look for the two largest passengers.
7. Only passengers seated in window seats ever have to get up to go to the lavatory.
8. The crying baby on board your flight is always seated next to you.
9. The best-looking person of the opposite sex on your flight is never seated next to you - even if the person at the check out counter guaranteed you a "good" seat.
10. The less carry-on luggage space available on an aircraft, the more carry-on luggage passengers will bring aboard.

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