

Aviation Quarterly

Issue #44

www.ndac.org

NDAC

April, 1999

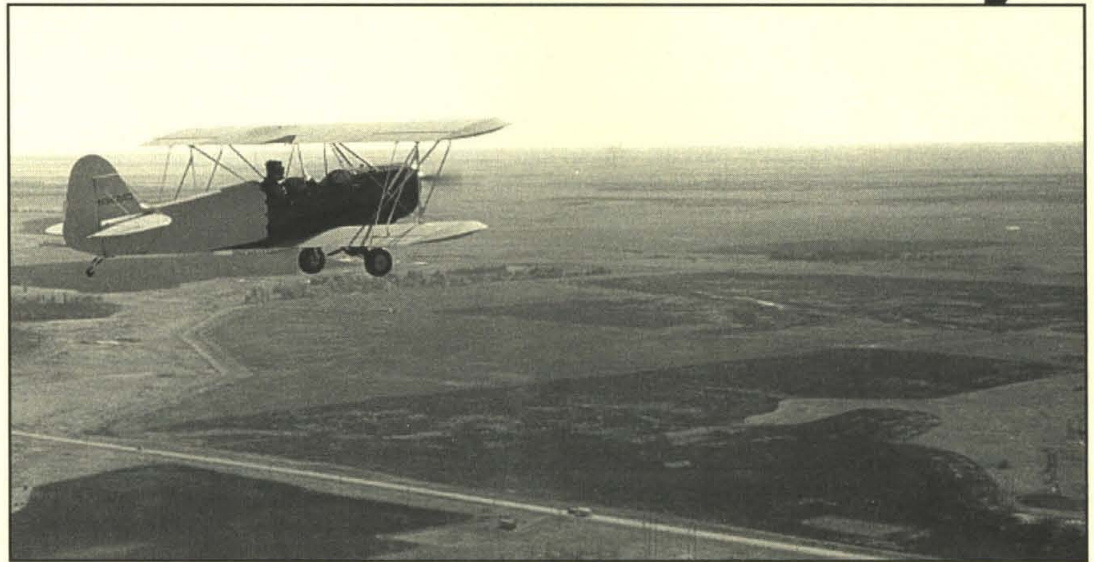
Chairman's Corner

Rod Brekken, Chairman, NDAC

As I sit down to write this column for the first time, I think back on how this all started. I remember as a child growing up along the Sheyenne River near Pekin, ND, how I used to lie on my back and watch the clouds as they soared overhead and wondered what made them stay up there and why they moved and changed. The weather they brought with them was also a question. Why did the wind blow and what caused the rain and where in the world did that solid stuff snow come from? As I watched these things happen one day, there was an airplane that appeared only as a speck in the sky and left a trail I thought I could see forever. Well, this only brought up more questions and it all seemed to be a huge puzzle I would never understand.

I remember my first airplane. Some will say it wasn't really an airplane because no one could fly it. Well, no one could really fly it, but I did for many hours in my mind. I bought it with money I was supposed to use for lunch when I went with a group of students from my grade school class to Jamestown. It was a field trip to see the buffalo statue and other points of interest. The buffalo sticks out in my mind because it was the biggest thing I saw there and of course it made the biggest impression. As I write this I am embarrassed to say I don't remember the model of the airplane but it was a fighter. I

(Continued on page 11)



Spring is here and great flying weather comes with it. NDSAA member, Brad Kramer took advantage of such weather a few months back. Read his story of "Homecoming" inside on page eight.

Flight Instructor Shortage Beginning to Affect Training in State

A lack of Certified Flight Instructors (CFI's) at two Fixed Base Operators in the eastern side of North Dakota has caused cancellation of recent pilot "Wannabe" programs. North Dakota Pilots Association and state Aeronautics Commission personnel were told recently that one Grand Forks and one Fargo area FBO were so short of CFI's that they would be unable to start any new flight training students this spring. The shortage may be due to the tendency of younger instructors to leave instructing after they have amassed sufficient flight time to be considered for other jobs in aviation.

"Wannabe" program director Dan Vigessaa, Bismarck, was informed of the need to reschedule previously publicized program meetings early in March. "They simply don't have the instructors available to meet the needs of those who chose to do the ground training and introductory flights and then move into student pilot training," he commented.

In the central and western parts of the state, the situation appears to be better. One Bismarck FBO Chief Pilot said that they were doing well. "We have 20 resumes from those who want to be looked at for a job," said Ray Heyde from Executive Air Taxi. Heyde said that the situation might be unique in that Executive Air just added a Cessna Citation in their charter department and CFI hopefuls may be looking down the line at moving into the charter side of the operation and a shot at flying the jet.

ServAir West in Williston also reported that they were not experiencing a shortage either. Owner Bill Keyser mentioned that his operation has older, career-oriented instructors who were not using the ample flight time available to CFI's to work on advancing their careers towards Part 121 airline jobs.

UND Aerospace officials did not return repeated telephone calls from the *Quarterly*. Other sources indicated that they were "coping" with a shortage at the present time.

From The Editor:

Andrew S. Niemyer, Editor-in-Chief

March thaws have started the spring flying season early, and despite the usual April snow setback, more and more aircraft are back in the air. Homebuilders are adding finishing touches to their garage and hangar projects, instructors are getting busier and mechanics and ag applicators are getting ready for another great season of flying.

The year really got off to a great start at "On Approach: 2000" this year's Upper Midwest Aviation Symposium. NDPAMA attendance showed a great turnout with the reintroduction of IA renewals. This valuable program was brought back, truly by "popular demand" by a joint effort from both PAMA and the Fargo FSDO's new management team. The result was a highly informative and educational program that helped introduce UMAS to many state and regional mechanics.

Dr. Jerry Cockrell filled the NDAAA meeting as he worked with the applicators on recognizing the human factors in ag aviation's safety program. Many applicators were looking forward to a busy year. Pilots and the General Session audience were enthralled by Jim Slade's excellent perspectives on the past, present and future of aviation. This year's exhibitors were more than willing to answer any and all questions thrown at them by attendees and were pleased to be of assistance to those of us who had more questions than answers. Toss in the excellent perspectives provided to airport managers by their usual roster of high power talent, add the laughs and honors found in abundance at the annual banquet and you have the makings for yet another outstanding get together.

More Highjinks from Washington and Across the Country

If you've been following the news on aviation out of Congress, you know that there's

been quite a bit of turbulence this session. AIR21, the Aviation Investment and Reform Act for the 21st Century (H.R. 1000), is currently under consideration after Congress reconvenes. This would finally untie many of the politically-held purse strings in the aviation trust fund. Supported by both Representatives Schuster (R-PA) and Oberstar (D-MN) this vital piece of legislation will be of great help in leading us to a fully independent FAA again. The "Hoover Bill" has also been reintroduced, and hopes for passage remain high again this year. Remember, up here in North Dakota and the rest of the northern tier, your voice as an aviation community member is important and will be heard.

A recent opinion from the South Dakota FAA office has had repercussions across the country. Simply put, they've ruled that if you participate in any sort of fund-raising flight or airport open house flying were passengers are carried, you, J.Q. Anypilot, must participate in a FAA-approved drug and alcohol testing program. This startling piece of logic holds that since someone, somehow is "compensated" by the benefit you provide it is therefore a flight for compensation and therefore falls under Part 135. And under Part 135, you have to take part in "Operation Goldenflow." This matter has been brought, with great concern, to the attention of AOPA and other organizations, who are trying urgently to work with FAA headquarters to squash this odd interpretation of the FAR's. We'll keep you posted on how the whole matter turns out. Let's hope than even coming from FAA, that sanity will prevail.

Well it's time to start flight planning for spring and summer fun. Check out the great list of events this year. We hope to see you at one or all of them!

LETTERS TO THE EDITOR

STANLEY, ND FLY-IN

The Stanley Airport Authority will be hosting our first Fly-In Breakfast on Saturday morning July 3rd from 8:00 am to Noon. The Stanley Airport was the North Dakota Airport of the year in 1995. There will be tours of the Stanley Doppler Radar Facility used for weather modification during the summer months as well as tours of weather modification airplanes. Local antique and classic cars will also be on display.

The opportunity to have a booth at the Symposium was a new experience for me and it was indeed a pleasure. Keith and I would like to thank all those who stopped by, signed up for the drawing and listened to our presentation on lower long distance rates. The winner of the Joe Milich aviation print was Marck DeVries of Fargo, ND. The second winner was Andy Niemyer of Bismarck, ND. Congratulations to both.

*Happy Flying,
Darrel Pittman
Excel Telecommunications, Inc.*

UPCOMING EVENTS

May 25

Fargo

Aviation Safety Seminar

May 26

Bismarck

Aviation Safety Seminar

June 12

Wahpeton, ND

Fly-In

June 18-20

Minot

Int'l Flying Farmers Tri-State Meeting

July 3

Stanley

Fly-In

July 18

Casselton

Planes on the Plains

July 18

Int's Peace Gardens

Dunseith, ND

Fly-In

August 27-29

Dickinson, Williston

Minot/Peace Gardens

Flying Farmers Air Tour

September 18

Turtle Lake

Annual Fly-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 99/00
Rod Brekken Chairman
Tim Thorsen AAND/Vice Chairman
Roger Pfeiffer Secretary
Jim Lawler AAND/Treasurer
Fred Adams NDPA
Darrel Pittman NDPA
Bill Keyser NDAA
Bob Simmers NDAA
Bill Wood NDAAA
Mike Aarstad NDPAMA
Treat Teets NDPAMA
William Stramer NDFF
Michael Gunia NDFF
Bill Grieve NDSAA
Gary Stagl 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
July 15 issue: June 15
E-mail: aniemyer@btigate.com



FROM THE DIRECTORS CHAIR

by Gary Ness

The North Dakota Aeronautics Commission has put focus on development of airports across the state. We have this charge from the people of this state to help promote and develop an aviation infrastructure for the benefit of the public.

What does that mean? It means we try our best as commission members and staff to help communities across the state to create a plan for the development of the airport of their community. We constantly put together capital improvement programs, airport layout plans, master plans and pavement condition index inspections to help make up the "grand plan" for the state. A state our size with the limited budgets at all levels needs a coordinated effort towards development to maximize all the assets available.

The Federal Airport Improvement Program is the life blood of our development plan. Those federal funds create 90% of our planned efforts. These funds are derived from airline ticket taxes and cargo taxes which make up the "Aviation Trust Fund". These taxes are funneled back to the air carrier airports by applying a formula to the number of passengers using the airport. The general aviation airport receives dollars from the trust fund by the way of an apportionment formula based on state population and geographic area that is to simplistic but factual.

Each spring the Commission holds the "Grant Meeting" which is when the five commis-

sion members hear the needs of the state's airports; big and small. They will balance the problems of the communities and the desires of each. This process sometimes can be trying, but most times it's rewarding to hear the plans and desires of the communities and a pleasure to see that the state's communities understand that the airport is the "Front Door" to their economic development. So, when the grant meeting comes to town, the "Grand Plan" will play itself out.

Be a part of the "Grand Plan" if your community has a need and a desire to improve your "Front Door". If you haven't talked with the Commission about your desires, give us a call.

Acknowledgments: Thanks to the Aviation Council for its efforts to bring the aviation community together for one more successful time. You are envied in many other states with your cooperative efforts to bring all of aviation to one point for the benefit of all. Continue the effort. It is well worth it.

NOTICE TO AIRPORTS THAT RECEIVED SURPLUS TRAILERS

Last summer, some airports in North Dakota received surplus trailers from the National Guard through State Surplus to use for offices and pilot lounges at their airport.

State Surplus may be checking airports to see if they are using the surplus trailers for what they were intended for. This summer all units should be made available for people at the airport. You may not want to hook up the entire sewer system, but it would be nice if water and a telephone was available. Some airports may want to have local police lock the trailer up after a certain time at night and reopen the trailer in the morning.

Please make every effort to keep the trailers clean.

—Roger Pfeiffer North Dakota Aeronautics Commission

AAND NEWS:

Steve Johnson President

We find ourselves fresh from the Symposium with the usual new roster of officers and district representatives. While some are relative newcomers, many are well known in the state. Elected were: Steve Johnson (Grand Forks), president; Bill Towle (Dickinson), vice president; Joe Nelms (Jamestown), secretary treasurer; Hank Bodmer (Kenmare), district 1 rep; John Boe (Langdon), district 2 rep; Randy Aarsted (Hillsboro), district 3 rep; Darren Anderson (Fargo), district 4 rep; and Tim Thorsen, district 5 rep. Jim Lawler (Mandan) and Tim were chosen as our representatives on the Aviation Council. 1998 Airport of the Year awards went to Devils Lake (commercial service) and Hillsboro (general aviation).

The Upper Midwest Aviation Symposium affords us the unique opportunity to rekindle old friendships in aviation and perhaps make a few new ones. It seems like I always leave Bismarck with at least a couple of pages of notes on new airport related programs or developments or on nearly forgotten issues that I need to check on when I get home.

Thanks to Irene Porter and the gang from the ADO and her boss Jeri Alles from the Region for their updates on the grant program and for providing the FAA's perspective on a number of airport issues (including the love of my life—in-pavement LAHSO lights). Bill Green's triennial airport pavement condition report always includes plenty of "the good news and the bad news." We owe the ND Aeronautics Commission a debt of gratitude for sponsoring this important program. It was interesting to learn that our state is divided into three fairly distinct soil regions and how those affect pavement deterioration prediction models. If you weren't able to attend Riaz Aziz's Tuesday afternoon presentation, you missed an interesting discussion on how and why we should reinvent the term "Fixed Base Operator" or "FBO." Our banquet speaker, Norwegian "Sam Ting", was a hoot.

Let me close by reminding AAND members how important your voices are regarding current issues affecting airports and aviation. Our senators and representative and our industry trade organizations need to hear from us. We're the experts—the ones who have practical experience and educated opinions. I hope during this next year to work with you in developing innovative approaches to enhance the communication process.

STATE AERONAUTICS NEWS

By Mark Holzer Aviation Planner

The 1999-2000 North Dakota Airport Directory is now available. Copies of the directory are being made available through your local aviation business. Contact us if you are unable to locate one.

Aerial applicator spray packets were mailed the end of March. If you did not receive your packet, please contact us.

The state pilot registration law was repealed in this legislative session. Therefore, you will no longer be required to register as a pilot with the state.

The aircraft registration deadline is May 15th. Penalties begin to accrue after that date.

State airport construction grant applications are due May 1 st. If your airport is planning a project, please contact our office for an application.

Congratulations to the Devils Lake Airport on their award for the "1998 Commercial Service Airport of the Year" and Hillsboro Airport on their award for the "1998 General Aviation Airport of the Year".

"FLY ND" airline special business airfares were extended to June 30, 1999. Contact your local airline or travel agent for details.

NDAAA NEWS

Thank You to Those Who Serve

by Cindy Schreiber-Beck

The annual convention brought a change in leadership for the NDAAA. We give our thanks to Mike Deck of Hillsboro, who served as the president of the Association for two years, and welcome Randy Lahren of Kindred as the person with the gavel to lead us into the year 2000. Randy previously served as president and we welcome his leadership. Elected to the position of vice-president and ND Aviation Council Representative was Bill Wood of Mapleton. Kirby Hahn of Wahpeton will also represent the Association on the Council. Dale Faust of Casselton replaced Rick Hoistad (Forman) as the Southeast Director. Rick will continue in his position as the ND Director to the National Agricultural Aviation Association. Also continuing are, Dan Barta (Thompson) as NE Director, Gene Knutson (Tioga) as NW Director and JB Lindquist (Hettinger) as SW Director. Listed below are contact numbers for the officers and directors.

Randy Lahren

tele: 701.328.3159

fax: 328.3159

e-mail: airkare@aol.com

Bill Wood

tele: 701.281.8935

fax: 281.8935

e-mail: bell4798@prodigy.net

Kirby Hahn

tele: 701.642.5969

fax: 642.8913

e-mail: hondo@means.net

Dale Faust

tele: 701.347.4723

fax: 347.5642

e-mail: qualitygps@aol.com

Rick Hoistad

tele: 701.724.3068

fax: 724.6235

e-mail: rhoistad@hotmail.com

Dan Barta

tele: 701.599.2626

Gene Knutson

tele: 701.664.2220

fax: 664.2229

FAA and NDAAA ADDRESS SAFETY ISSUES

The Aerial Application Pilot Recurrent Training Syllabus was introduced at the Symposium. A joint effort between the Fargo FSDO and the Association, the program is to provide a framework for recurrent flight/ground training for the commercial aerial applicator pilot who has demonstrated a potential lack of qualification to conduct such operations and has been notified by the Federal Aviation Administration (FAA) that he/she must satisfactory complete re-examination of their qualification to be the holder of an airman certificate. The document was written by Bob Simmers, Aircraft Management Services, of Bismarck, with input from the FAA and NDAAA, and is a result of being approached by Charles Winkenwerder, Manager of the Fargo FSDO, last summer after an unusually high number of agricultural accidents in North Dakota. The NDAAA will manage and coordinate any and all training conducted and the program is non-regulatory in nature with participation by an airman strictly voluntary. The five areas included in the recurrent training are off target drift, aircraft performance, aircraft systems, counselors who have not yet been appointed. Our helmets off to Bob Simmers who took the control stick for this program.

NDAAA MEMBERSHIP - THE BENEFIT

To belong or not to belong - a common question but let it be said that there is strength in numbers. And, in this day and age there is no free ride. The 1998 membership expired during the Symposium and it is time to send in your dues if you were not in attendance at the Symposium where the annual dues were collected. The 1999 dues have not increased, Operator/Allied Membership remains at \$50.00 and Pilot/Associate Membership remains at \$10.00.

Is there any benefit to belonging to the NDAAA? It depends on how you view your industry - are you the sole spokesman for what you do, or do you want some support on various issues? An excellent example of a group effort was the recent House Bill #1322, requiring proof of financial responsibility in the amount of \$100,000 for all commercial operators in North Dakota by having chemical liability insurance (drift and misapplication) or an irrevocable letter or credit. The cost of the chemical drift liability insurance alone (not calculating hull coverage) was from \$3,000 to \$4,000 per aircraft and the irrevocable letter of credit would have tied up \$100,000 in assets. The NDAAA, with assistance from their lobbyist, the ND Aeronautics Commission and two non-members, fought this proposal at the committee level with testimony against the proposed bill. The effort to defeat House Bill #1322 in legislative committee was successful, thus no commercial aerial applicator in North Dakota is looking at additional costs upwards of \$3,000 to add to their overhead. Is this battle over? No, but hopefully there will be enough funds in the coffers to successfully fight the next round or upcoming legislation or press that unfairly targets the aerial application industry.

As a final prompting, your dues not only supports you but the aerial application industry in North Dakota. Your membership maintains an organization that in turn does the following for you - tracks legislation, advocates for the industry, tackles issues relating to regulatory agencies, organizes the symposium activities and recertification, promotes the industry, educates others about the vital role of agricultural aviation and provides you with an opportunity to improve your business and your techniques. All you have to do is take advantage of it! Please forward your 1999 dues to NDAAA, PO Box 843, Wahpeton, ND 58074-0843.

UND Aerospace Flight Instructor Wins FAA Award

W. James (Jim) King, Safety Officer for UND Aerospace Flight Operations at the University of North Dakota, has been selected the 1999 Certified Flight Instructor of the Year for North Dakota by the FAA's Fargo Flight Standards District Office (FSDO).

"Jim is the cornerstone upon which UND Aerospace's aviation safety culture is built," said UND Aerospace interim dean Richard Nelson. "We flew over 51,000 accident-free hours during 1998 - a direct result of Jim's vigilance, perseverance, and dedication to aviation safety education. He's respected by students and colleagues alike and I can think of no one more deserving of this award."

As UND Aerospace's Safety Officer, King is responsible for implementing the school's safety program and also conducts the school's monthly aviation safety seminars. In addition to his safety duties, King actively flight instructs across the entire range of UND Aerospace Flight Operation's pilot training courses, from aerobatics to seaplane operations.

King has logged over 7000 hours of dual flight instruction given.

Before joining UND Aerospace in 1980, King was in the US Air Force from 1953 to 1979 flying as a F-105 combat pilot in Vietnam. He also piloted tanker aircraft and was an Air Force flight instructor. He earned two Silver Stars and three Distinguished Flying Crosses. Because of his experience and skills as an instructor, the US Navy selected King and UND Aerospace to train Navy test pilots in seaplane operations and characteristics at their Test Pilot Training Center in Maryland.

King will now be the FAA Fargo FSDO's nominee to the FAA Great Lakes Region to compete for the Regional FAA Flight Instructor of the Year Award.

ON APPROACH 2000 HIGHLIGHTS



Mechanics from around the state considered numerous issues during their annual IA renewal program.



Three attendees consulted their programs, trying to choose which of the many excellent presentations to attend.

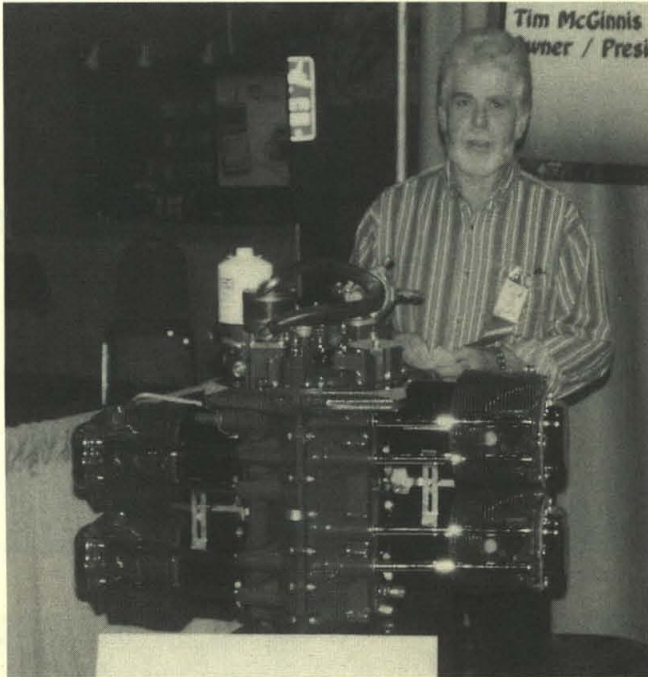


"It's lunch!" Those who chose to buy food tickets were treated to an excellent lunch both Monday and Tuesdays in the exhibit hall.



There was always time to chat with old friends and exhibitors during each day's activities.

EXHIBITORS SHOW THEIR BEST



Tim McGinnis from M.A.C Aviation, Billings, MT, showed off this immaculate engine overhaul and answered questions from numerous attendees.

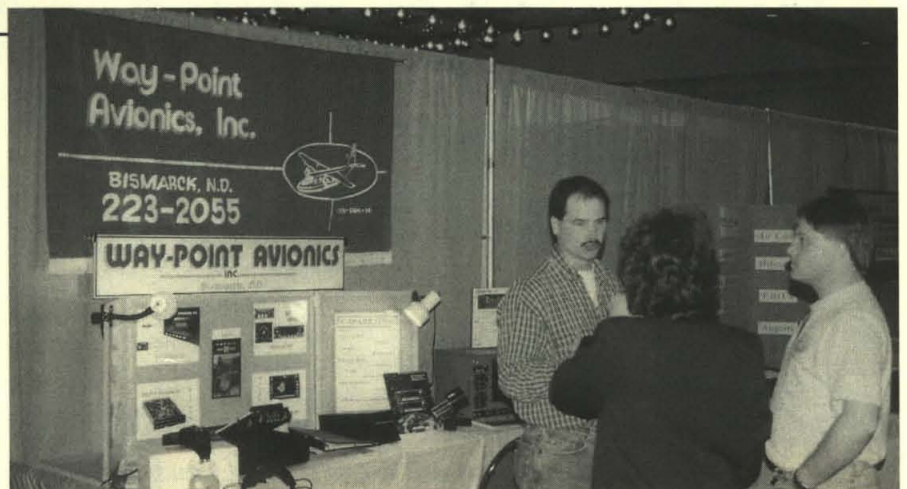


Elton Rubel, (right) from elf-atochem presented a check for \$500.00 for NDAAA to Ag Applicators Association President, Randy Lahren.



Dakota Territory Air Museum promoted their Minot, ND site and their Cessna 140, to be raffled off this summer.

Way-Point Avionics staff fielded inquiries from Symposium participants, especially about new panel-mounted GPS systems.



BANQUET HONOREES AND WINNERS



Phillip "Flip" Miller was recognized for his 50 years of service in aviation and as an aircraft mechanic with the award of the FAA Charles Taylor "Master Mechanic" award.

Marlette Pittman was the winner of the weekend stay, at UMAS host Radisson Inn, Bismarck.



Gordy Persen (right) won two tickets from Northwest Airlines.



Dwight Carpenter (left) is congratulated by NDAC past chairman, Fred Adams on winning two airline tickets from Big Sky Airlines.

HOME COMING

Brad Kramer, NDSAA

Today's forecast calls for sun, light winds and 75 degrees. I pull my Fisher Classic Biplane out of the hangar and fill both fuel tanks to the limit. With my 40-hour test period completed, it's time for a serious cross-country. When you've only ventured 25 miles from the airport in your new homebuilt, a 220-mile round-trip is an outright adventure.

After getting airborne I'm busy talking with Bismarck Approach & Tower and getting through their Class D airspace. Then I notice my \$150 GPS has lost its signals. That might be a no-go item since I can't really afford to burn much fuel while trying to spot non-existent landmarks on the North Dakota prairie. Taking the GPS from its bracket and holding it above my head solves the problem. Not a terribly convenient solution, however. I skeptically put the GPS back in its cradle and, to my

surprise, it just keeps on working.

With a ground speed of about 73-mph, I'm happy with the progress. My airspeed indicates about 70 in normal cruise. I'm happy, that is, until I realize that the forecast of 75 degrees doesn't mean much at 10:00 a.m. and 1500 AGL. Jeez it's cold. And I drank too much coffee. And I'm only 30 minutes into a 1.5 hour trip.

Enjoying the countryside below puts the fun back in the flight; but I'm also relieved to finally see my destination come into view. My 'target' is the Fisher Flying Products factory in the small town of Edgeley. Seven years after leaving the factory, after three builders and after being trucked from North Dakota to Texas and back.... my Fisher Classic has finally come home.

I'd called ahead and promised to fly over the factory so they'd

know when I was landing. A couple times around the factory at 400' and I head for their airstrip 3 miles north. Looks like a nice place to land; over 2000' of nice turf, but some really tall trees at one end.

Notice a Dakota Hawk taking off while I'm on downwind and I'd love to join-up; but the numbness in my body, (and the coffee), make landing seem like a better choice. I come down final at an angle to avoid the trees and make a decent landing. Not a witness for miles around.

By the time I crawl out of the flying refrigerator the Hawk is taxiing up. Out jumps Gene Hanson, Fisher's Vice-President... says he was up earlier hoping to 'intercept' me, but couldn't find me. He's got his camera ready, so we both take off for some air-to-air photos of the Classic. I don't have any air shots yet, so I'm ready to go. After some loose formation flying and photo taking, Gene punches the throttle on the Hawk and reminds me how slow I'm going. A blatant sales pitch to start building a Hawk. Temptation everywhere, it seems.

Back on the ground, I follow Gene to the hangar... taxiing by an old one-room schoolhouse, across a county road (stop, look both ways) and then through the yard of the family farm. Lots of leaves on the ground and now I've got the world's greatest leaf-blower.

We drive into town to a local coffee shop and meet up with the 'Boss'. You see, Gene's wife, Darlene is also the President of Fisher Flying Products. Over the home-style food only found in towns without traffic signals, we visit about how busy the Fisher factory is (150 kits / year), the newly acquired product line from Ohio and the possibility of a new airport in Edgeley.

And then... on to the factory and heaven for anyone who enjoys building wooden aircraft. No smelly epoxy or noisy

riveting here; just the aroma & sounds of spruce & white pine being transformed into flying machines. The staff is all busy, but gladly take the time to answer any questions or just BS with a wide-eyed customer. Gene & Darlene have some business to attend to, so I spend the next hour just wandering the factory floor and wishing I had the money to jump right into another project.

Too soon its back at the airstrip where we top off the Classic's fuel tanks and say good-bye. My attempt to pay for the gas is futile... free gas, free lunch... I'm coming back here every week.

The wind has picked up and now I'm wondering about headwinds and fuel supply. Once airborne I stay at no more than 500' to minimize the headwind. I'm only getting 55 mph, but that's good enough to make it home with a reasonable reserve.

The temps are finally in the 70's and I gave up on the coffee; so this should be a good flight. As Edgeley disappears behind me, I feel the years rolling backward, back to 1920. For the first time in my 10 years of flying I make it a point to wave to people on the ground. And it works! A couple farmers wave back and a group of kids come running out of the barn to look & point. I do believe a few cows even took time from their schedule to note my passing. The nice little two-stroke that was pulling me through the air now has the comforting sound of a rumbling radial, as I contemplate a cool night sleeping beneath the wing and the stars, near some unknown little town somewhere in America.

Then, with painful suddenness, my new reality is threatened. ATIS, Approach, Tower, "Citation at 12 o'clock, 3 miles" ..

But for now I'm a barnstormer who's going to get a very good night's sleep. Even if it is in my own bed.



NORTH CENTRAL AVIATION

Parts & Service

Annual Inspections

Major & Minor Repairs

100L/ Jet 'A'

Linton Airport (ND33)

Linton, North Dakota

Mike & Terri Gunia

701/254-5449

Looking For A Place to Land? Try...

Mandan Municipal Airport

Self Service 24 hrs.

CC 100LL Fuel

Amex, Visa &

MasterCard accepted

\$1.75 per gal

Call for bulk fuel sales
Courtesy Car Available

Ident. #Y19

Latitude
46-46-04.72n
Longitude
100-53-39.66w

Jim Lawler, Manager
701-663-0669
mdnairport@btigate.com

Women of the National Agricultural Aviation Association Announce Scholarship for 1999

1999 WNAAA Scholarship Guidelines

The Women of the National Agricultural Aviation are sponsoring their 17th Annual Scholarship Essay competition. This year the Scholarship is an award of \$2000. The following are the official guidelines for applying:

The theme for the 1999 Scholarship is "Pilot Alert, Safety First!" Keep the essay to 1500 words or less. It will be judged on theme development, clarity and originality.

Deadline is September 1, 1999. Entries must be typewritten and double-spaced. To ensure that the judges will not know the identity of the writer, keep any references to the writer's name, sponsoring company and location out of the essay itself. However, a title page should be attached with the entrant's name, address and telephone number, as well as the sponsor's company name, address and telephone number. An entrant photograph and a short biography also should be included.

Three copies of the manuscript should be sent by certified mail, postmarked by at least September 1, to the 1999 WNAAA Scholarship Chairman, Connie Newberg, 78980 St. HW 4 South, Hector, MN 55342. Mark the envelope in large letters, "ATTN: Essay Contest. Questions should be directed to Connie at (320)848-2745.

The competition is open to the children, grandchildren, sons-in-law, daughters-in-law or spouse of any NAAA operator, pilot member, retired operator or pilot who maintains an active membership with the NAAA. The contest is also open to the children, grandchildren, sons-in-law, daughters-in-law or spouse of an allied

industry member. Each allied industry member is allowed only one eligible family, drawn from those listed with the industry in the NAAA membership directory. To qualify, dues must be paid by the organization or individual member on or before June 15, 1999.

Entrants must be 1999 high school graduates or older, and enrolled in containing education during the year of entry. Previous winners are not eligible to compete. If the scholarship will affect the student's existing grants or loans, payment will be made to the NAAA sponsor for allocation; otherwise, the money will be sent directly to the school.

The winner will be notified by phone and letter, and recognized at the 1999 NAAA Convention, if present. The essay will be published in Agricultural Aviation magazine, the official NAAA publication. All essays become the property of the WNAAA, the judges' decision is final. In the event the entries received lack outstanding merit, the WNAAA reserves the right to not award the scholarship.

North Dakota Pilots Association

By Darrel Pittman

Our symposium (UMAS) this year is now history. Its success was due in part to the weather, and kudos go to the NDAC for the dedicated efforts they put forth. Dan Vigesaa runs a tight ship and the NDPA is fortunate to retain him as an integral part of the executive committee. Dan will again be helping to spearhead the Wannabe program, which will be one of our major priorities.

Along with the Wannabe program, our other priority concerns are: member communication, safety program involvement and **membership.**

The Wannabe program is funded by the North Dakota Aeronautics Commission and conducted by the NDPA at airports around ND to encourage interest in flying. NDPA members should make every effort to participate in these programs when they are conducted in your area.

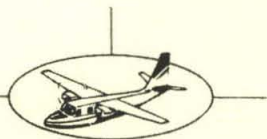
We hope to improve communications by sending the newsletter alternately between each Aviation Quarterly.

The safety programs will take some close coordination between the FAA and the AOPA Safety Foundation. We will work on it.

North Dakota has approximately 2500 pilots, and the NDPA has less than 5 percent as members. I would like to challenge every member to seek out a fellow pilot or Wannabe pilot and sign them up. In addition, how about signing up your spouse, (I did). Also don't forget the military bases, the national guard units, and the universities. If you are a member of the other flying groups, you can also be a member of the NDPA, we are considering a package deal. Remember, more members means more funding for activities.

Let me introduce you to your newly elected executive committee:

President:	<i>Darrel Pittman</i> Bismarck, ND (701)255-6311 (701)852-2346	Treasure:	<i>Randall Aarestad</i> Halstad, MN (218)456-2483 (800)472-1754
Vice Pres:	<i>Dan Vigesaa</i> Bismarck, ND (701)224-8053	Alt. NDAC:	<i>Fred Adams</i> Bismarck, ND (701)224-0949
Secretary:	<i>Tom E. Kenville</i> West Fargo, ND (701)277-9498 (701)282-7782		



**Way-Point
Avionics, Inc.**

**PHONE TOLL FREE
800-333-4064**

**2301 University Drive #38
Bismarck Municipal Airport**

INDEPENDENT REPRESENTATIVE
EXCEL[®]
TELECOMMUNICATIONS
On line with the future

**Is Your Long Distance
Bill Too High?
Excel has a 7 cent rate
24 hours a day!**

**Family Members Flown Away?
Excel offers "My 800"**

**Want Competitive Commercial
and World Rates?
Excel Provides a Comparative
Analysis**

Representatives Needed

Contact
**Darrel Pittman
Managing Representative
(701)255-6311**

North Dakota Hall of Fame Inductees



JOHN D. ODEGARD 1941-1998.

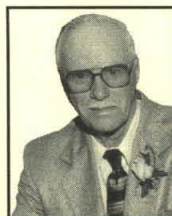
John Odegard, a Minot, ND native, began his aviation career working as a crop sprayer in the summers while attending the University of North Dakota. As an undergraduate he revitalized the schools flying club by generating support for leasing an aircraft and offering lessons. His Master's thesis, "Feasibility and Cost Analysis of Institutional Private Aircraft Transportation," earned him approval to establish an air service for UND.

After joining the UND faculty in 1966, Odegard's proposal to merge a business degree with a flight program gave birth to UND's aviation program. He became chairman of the new department of aviation in 1968 and in 1982 was named dean when the department was reorganized to become the Center for Aerospace Science. It was granted full status as a college in 1984 and was named the John D. Odegard School for Aerospace Sciences in 1998 recognition of his achievements.

Beginning with only 12 students, enrollment in the school is now over

1,500 students and draws students from all over the world. The program and its 500 faculty and staff members are housed in a unique aerospace education complex with the largest flight training facility of its kind in North America. Under his leadership, the college has become one of the nations most widely respected aerospace education programs, a leader in atmospheric research and severe weather analysis and UND's second largest degree granting program.

During his 32-year career, Dean Odegard's visionary leadership, persistence, and accomplishments in aerospace education earned him industry-wide respect and numerous prestigious awards and honors. He is widely published on subjects of aviation education and flight training and the coauthor of a leading textbook. He served as a consultant and guest speaker to national governments, corporations and educational institutions. A member of the North Dakota Aeronautics Commission for twenty-five years, he was a pilot's pilot with over 14,000 flight hours, an FAA pilot examiner, and a certified flight instructor.



WARREN WALKINSHAW 1920.

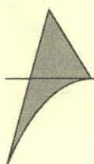
Warren Walkinshaw began his aviation career at age 16 by saving enough nickels and dimes to take flying lessons. Although not initially excited about his son's passion for flying, his father eventually traded a team of horses for an airplane. In 1946 he became one of the first commercial operators in North Dakota and pioneered aerial chemical application in the Red River Valley. His first spray plane was a modified Stearman and with as many as thirteen working Stearmans at

one time, he is known throughout the country for his expertise in modifying them. During the fifty plus years of his career he has accumulated over 25,000 hours of flight time, most of it in round engines and close to the ground. In 1980, at age sixty, he got his helicopter rating and experimented with helicopter spraying. He is an A & P Mechanic and has a current AI License. Many North Dakota spray pilots were trained by Warren over the years and have gone on to establish their own operations. He has also passed on his

love of flying to his family with many of them earning their wings and pursuing aviation careers.

Warren was one of the original founders of the North Dakota Agricultural Aviation Association in 1948. He has promoted crop spraying as a vital service to agriculture, requiring conscientious, safety oriented, and disciplined flying in carefully equipped airplanes. He has worked with the NDSU Agriculture Extension Service and with leading chemical manufacturers in numerous research programs which have advanced the industry. Warren has been an effective advocate for general and agricultural aviation both on the state and national level. His experience in training over two hundred spray pilots and concern for safety was instrumental in establishing North Dakota's innovative internship program for crop sprayers.

Warren has been a respected leader in the agricultural aviation industry throughout his long career. In 1995, Warren was inducted into the National Aviation Agricultural Hall of Fame. The North Dakota and Minnesota Ag Aviation Associations have honored him, he has twice been on the cover of "Ag Pilot" magazine and he has been featured in numerous regional and national trade and chemical company Publications.



**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

SerVair

West, Inc.

**Williston Airport
(KISN)**

100LL/Jet A


**Hours
8 AM - 9 PM**

Heated Hangar




**Rentals
Repairs
Food
Lodging
Grnd. Trans.
Catering
Camping**

Major CC/Ck • Unicom: 122.8

701/572-3773
Fax: 701/774-1897



All rights reserved
Kadmas, Lee & Jackson 701-255-0076

-  **AirGIS Aviation Computer Systems**
-  **Airport Master Planning**
-  **Design and Construction**

**Kadmas
Lee &
Jackson**

Consulting Engineers
and Surveyors

www.kljeng.com - email: info@kljeng.com

(Chairman's Corner continued from page 11)

took that model home and assembled it in no time flat. It took a lot of glue, but I stuck it all together. I put the decals on too and I had entered the world of wonder and awe of airplanes.

I built a lot of model airplanes after that and hung them all up in my room with packaging string so they all appeared to be flying. I had a relative who was a design engineer for Lockheed who worked on the Constellation project. Whenever they would come home to visit, I would sit and ask questions of this man for hours. I think he got a little tired of it though. One time I even built an airplane out of a peach crate and used isinglass (probably spelled wrong but who cares) for the cockpit windows. He was pretty impressed and I took it home and used it as a weather vane until the cows knocked it off the pole where I mounted it. One other airplane story from my childhood is when I received a "flyable" model for Christmas. It was controlled by wires that were connected to the control surfaces and manipulated with a twist of your wrist. I flew that

for a while until I flew it into the barn wall. It never recovered from that nor did I.

All of these childhood memories and my life in general has brought me to the stage I am at now. This is what I would like to believe but I know I can not be chairman of this great organization and attempt to lead it into the 21st century without the help of many people. These are the people who have come before us and also include those that currently serve. They have formed this organization from its infancy 25 years ago when a star organization status was enjoyed by only a few. Then in 1983, when NDAC was formed, there was a consensus of a common goal to promote aviation in the state and present concerns before government and the general public. This common goal was to unite the aviation community in the State of North Dakota. Time has clouded this goal for some and we need to remain diligent to maintain this cohesiveness. NDAC needs to continue to exercise its leadership for ALL aviation factions within the state and to

answer to their request when the time comes to evaluate alternate avenues. Most of the roads we have traveled have been good ones, (like my trip to Jamestown for my first airplane). These traditions need to be maintained from the young who also gaze in wonderment into the sky and dream, some about the clouds and some about the stars. Some

avenues need to be added, or others currently in place altered, for us to remain responsible to the aviation community as a whole and answer to its needs. I will endeavor to guide NDAC as its chairman and have it enter the 21st century as a strong "aviation united" voice representing all of the aviation interests of the great state of North Dakota.

Aviation Art Contest Winners



Aviation Art contest winners of 1999 were recognized at the UMAS Monday General Session. They are: (left to right) Jenna Wald, 13, Heart River Elementary, Dickinson, Karen Johnson, 7, Napoleon Public Schools, Jenna Gross, 7, Napoleon Public Schools, Jason Vedder, 9, Hankinson Public Schools, Ben Hansen 12, also from Hankinson Public Schools and Eric Price, 13, Wachter Middle School, Bismarck.

NORTHSTAR AVIATION INSURANCE

SERVICE

Prompt, Knowledgeable & Personal

UNDERWRITING AVIATION

Personal & Business Aircraft

Ag Sprayers

FBO's

Hangars

Airports

THOROUGH

We research all insurance markets for your best value!

EXPERIENCE

Over 35 years of service

East Side Terminal
Hector International Airport
P.O. Box 5591
Fargo, ND 58105

Marc Lepage
Office: (701) 235-2041
FAX: (701) 239-4235
Home: (701) 280-9055

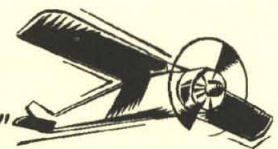


AirLoan

RED RIVER STATE BANK
of Halstad, Minnesota Member FDIC

For All Your Financing Needs in the Upper Midwest

"Specializing
in single engine,
new & used
aircraft financing"



Talk to Randy, Perry or Nathan
- Your Aircraft Specialists

FOR AN APPLICATION CALL:

1-800-472-1754



PHOTO CAPTION CONTEST

Why is this man sleeping? What's he thinking? Is he thinking? And why is this pilot doing it in an airplane? Enter our first-ever "Photo Funny

Contest" and put the right caption on this photo. The winner and second and third place entries will be in our July issue!

Send entries to:
 NDAQ Photo Funnies"
 P.O. Box 5020
 Bismarck, ND 58502

We're Taking Advertising!

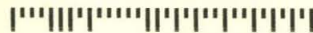
The *Quarterly* is now accepting advertising from its subscribers. Rates listed are for a minimum of 1-year (4 issues). Sorry, no classifieds!

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 June 15 to:

North Dakota Aviation Quarterly
 Advertising
 P.O. Box 5020
 Bismarck, ND 58502
 Make checks payable to:
 NDAC - Advertising



MARK J. HOLZER
 ND AERONAUTICS COMMISSION
 P.O. BOX 5020
 BISMARCK ND 58502

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

BULK RATE
 U.S. POSTAGE
 PAID
 BISMARCK, ND 58501
 PERMIT NO. 419