

Aviation Quarterly

Issue #45

www.ndac.org

NDAC

July, 1999

FROM THE CHAIRMAN

Rod Brekken - Chairman

Spring is gone and summer is here. This has been a typical spring for me. Too many things going on with not enough time to devote to each one of them. I became a grandfather. I must say that that was not a typical event. It is my first grandchild and that was the most traumatic part but also a most wonderful thing. God definitely grants us wondrous events to come into our lives and change them for the good. I think every parent will admit that even through trying times, their kids are the most important events to ever happen to them. I call them events because their entire lives are an event that we as parents watch in wonder. Grandparents on the other had are allowed to spoil their grandkids and not necessarily live with the consequences (hah!). I need to take my granddaughter flying as soon as possible.

A vote was taken June 14, 1999 of the members of your North Dakota Aviation Council, to have the Upper Great Plains Aviation Symposium held at a different site for the upcoming year. The decision was made to have the Symposium at the Ramada Plaza Suites & Convention Center in Fargo for

(Continued on page 3)



Fargo Ramada Plaza Suites & Conference Center will be the site for "Landing: 2000", the Upper Midwest Aviation Symposium to be held March 5-8, 2000.

"Landing: 2000" Touches Down in Fargo for March 5-8, 2000

In a major change from previous meetings, the North Dakota Aviation Council has chosen the Ramada Plaza Suites in Fargo, ND for the site of the 2000 Upper Midwest Aviation Symposium. The Council had been considering a change in location from the Radisson Inn, Bismarck for non-legislative years for some time. After considering bids and visiting other cities from around the state, Council members voted on Fargo's Ramada property in a teleconference in Mid-June.

The Council, in keeping with the 1999 theme of "Approach: 2000," selected the logical follow-on concept of "Landing: 2000" for the first Symposium of the new century. The meeting will convene on Sunday, March 5, 2000 and conclude on the morning of Wednesday, March 8th.

"The selection of Fargo for at least the year 2000 will give members of our organizations and exhibitors a change in scenery and allow for easier access for many who could not come to Bismarck easily in prior years," commented Council Chairman Rod Brekken.

Brekken noted that if the meeting were well attended the Council would consider selecting a site on the eastern side of the state in alternating years. The Symposium would continue to meet in Bismarck during the years when the State Legislature is in session. The Council considered it vital to the welfare of the state's aviation industry to stay in close touch with members of the legislature during those sessions. On the other hand, many of the state's agricultural applicators, mechanics, instructors and pilots live in the Red River Valley region and the proximity of Fargo was a major consideration in the site selection.

The Symposium's March, 2000 site is located just west of the well-known Fargo West Acres Shopping Mall at 1635 42nd Street SW. The Council has arranged for special prices on all rooms and suites for the meeting. More details will be published in the October issue of the

Quarterly.

From The Editor:

Andrew S. Niemyer, Editor-in-Chief

The summer flying season is in full swing for everyone this year. So far, we've seen harsh weather and beautiful skies, so typical for the mix we see up here in the land of large horizons and long days. Your Council has taken the summer off in order to keep up with the volume of business and to give themselves a breather after all the events and decisions you'll find in other locations in this issue.

No User Fees for Now

With the passage of the AIR21 bill by Congress, the aviation industry can put the reoccurring issue of user fees for aviation behind them, at least for the time being. The biggest problem is the continued insistence by the Administration and through them the Department of Transportation and the FAA that such fees must be levied. We won't rehash all the arguments that refute those claims. We worry that the old saying that if you repeat falsehoods long enough, they become assumed to be true may eventually take hold here in the United States. For the aero industry to stay healthy and strong in the state and in this country, we must each take part in helping to make sure our congressional delegation knows how strongly we oppose the imposition of a second tax on our businesses and property.

Let's Be Careful Out There!

The last few weeks have, as always, brought mishaps to our attention. The loss of a pilot and his Beech 23 while trying to land at Mandan's airport in the midst of one of the worst storms in recent years; the two fatalities in the crash of a Piper Comanche 250 while apparently attempting crop-dusting maneuvers and the deaths of retired Navy Vice-Admiral and Director of the National Air & Space Museum Donald Engen, and soaring legend Bill Ivens in a powered glider accident along the California-Nevada border all serve to remind us of the need to be aware that even the most mundane event can have disastrous consequences. Flight is an extraordinary thing and it requires extraordinary awareness that even when we do everything right, nature and the laws of physics can outsmart us.

On To Fargo

The Council took a great deal of time this spring to look into alternate venues for the Upper Midwest Aviation Symposium. Several sites were looked at, and the selection of Fargo for the 2000 meeting was not one easily arrived at. We hope that both those on the east side of our state who often faced long and suboptimal travelling and those on the west side who look at a trip to Fargo as an often daunting event will come together to see what an excellent site the Council has chosen. If the Symposium is a success there, we can hope to see the UMAS meeting at alternating Bismarck and Fargo locations as we soar into the new century of flight.

Appears At FAA Meeting

GOVERNOR SCHAFER HIGHLIGHTS AIRPORT DEVELOPMENT AT GA FORECAST CONFERENCE

Governor Edward Schafer (R-ND) stressed the importance of regulatory flexibility and spending federal tax dollars where they are meant to be spent to the attendees of the Federal Aviation Administration's (FAA) General Aviation Forecast Conference in Phoenix, Arizona, late in April.

Governor Schafer, who is Co-Chairman of the Transportation Revenues Used Solely for Transportation (TRUST) Coalition for the National Governor's Association, urged support of Chairman Bud Shuster's recently passed AIR-21 measure, stating, "Dedicated taxes should be invested for their intended purpose and not diverted for other spending projects to make the budget look balanced."

During his address, the Governor acknowledged NATA in their efforts to advocate for

rural airports development. "I want to cite the work of the National Air Transportation Association as an example of what aviation groups can achieve. As a governor of a rural state, I have been especially impressed by the NATA's advocacy for programs and projects that will benefit rural airports and air service," Governor Schafer commented.

The Governor specifically mentioned the American Aviation Access Initiative, stating, "NATA supported the 'American Aviation Access Initiative' that sees a greater role for turbine-powered aircraft serving rural airports."

He concluded by saying that the aviation industry needs to "redouble all of our efforts, and start building a positive future where aviation can grow with the new millennium."

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FROM THE DIRECTOR'S CHAIR

By Gary Ness

The Commission has these past years been involved in a cooperative effort on air service enhancements to our state. The Commission joined together with the four air carrier airports, FAR, BIS, MOT & GFK, to put together a state-wide marketing effort with Northwest Airlines. That effort gave rise to the "Fly ND" program that produced a 50% reduction in business fare costs to five US cities with ten airport destinations. That program was in place from October 1, 1998 to June 30, 1999. The success of the program varied; however, Northwest announced a new 35% discount program on business fares to ALL destinations (lower 48 states) starting on July 1st. There are some restrictions, however those restrictions are a lot better than the normal "arm & leg" prices on a Saturday overnight standard fare.

The people that were involved in this special effort were from the Chambers of Commerce, CVB's, travel agents and airport officials. Senator Dorgan and his congressional staff were highly effective in the effort.

Not just at the air carrier airports does air service have a focus. DIK, JMS, DVL, and ISN with their Essential Air Service (EAS) Program have unique circumstances; Devils Lake and Jamestown are partners with a route structure to Minneapolis, Dickinson and Williston are joined in an effort to Denver. Each has its problems and the Commission does its best to help solve them in cooperation with the communities. (A piece of historic information: Jamestown was the first EAS point in the nation.)

Air service work accounts for about 20% to 25% of our staff time. Helping communities market themselves, along with the whole state becomes a task that is daunting but very enjoyable. The cooperation of the cities, state and federal governments are most important in a state that has so few people wanting to go somewhere, but on a per capita basis, we travel alot. 500,000 of our population leave and return from somewhere every year. That's a million passengers a year, on average, that travel in and out of our eight air service airports.

Service to the air carrier airports and the Part 135 operators to the GA airports are very important to the future of our great state, in today's environment of bottom line economics. Use it or lose it! Please North Dakota, use what your community leaders have worked hard to establish and continue to monitor for your benefit.



(From the Chairman continued from page 1)

the upcoming year 2000. This was not an easy decision. For a site change to take place, it will involve a transfer of some responsibilities, a possible change in the makeup of some of the planning committees and a solid commitment of all the members of NDAC. Tasks which at the Bismarck site have been dutifully carried out by persons presently involved with the council and countless and tireless persons who have come before us, will need to be handled by committee members and other helpful persons who are based closer to the eastern end of the state. They will need to ask for advice and receive guidance to complete a smooth transition of the Symposium site for the year 2000. It was the decision of the Council to return to Bismarck in 2001 because it is a legislative year that will enable us access to our legislators if need be.

One of the goals of the Council is to attract people to the Symposium by offering educational presentations that answer the needs of these people in regard to their jobs or lifestyles and also welcome back those that have become complacent. The attendance numbers for the last few years have continued to fall and it was felt that possibly a change in location might boost the attendance numbers back to their previous levels and/or above. In addition to a change in location, we will need to provide another strong program agenda that is of interest to the aviation community in North Dakota. Last year's agenda was very good but we still didn't get the attendance we had hoped for. Increased attendance is not the only concern of the NDAC, but it sure helps to pay the bills.

As I conclude this column, I have in front of me, a newspaper, the *Flyer*. It is described as "The Nation's Aviation Newspaper." In it, I read an article that points out a dilemma in North Dakota aviation. The article is titled "In North Dakota, the Demand For Flight Instructors Is Outstripping The Supply"!!! This is a great problem. It is very refreshing to know that there are more students that want to fly than there are instructor numbers able to help them earn their wings. The North Dakota Pilots Association conducts a program titled "The Wannabe Program," a state-funded program, designed to encourage interest in flying and increase the number of student starts. The problem is they have done too good a job and now there are not enough certified flight instructors to handle the student load. Dan Vigesaa is The Wannabe Program Director and deserves a slap on the back for his efforts. When you see him, do just that and thank him for his efforts. Now for you flight instructors who may no longer possess current certification, let's get out there and regain certification so that we can meet the demand created by the Wannabe program and not hold back the growth of North Dakota aviation. Since the inception of the Wannabe Program two years ago, 150 new pilots have gone through the program and Dan says up to 50 have earned their private pilot certificates thus far. Let's help the remaining 100 fulfill their aviation dreams and offer instruction for 200 more in the next two years. Consider this a challenge to ensure a positive aviation future as we enter the next millennium.

Youth Ground School to be Held at EAA AirVenture; Sponsored by Women in Aviation, International

Youth interested in learning about flying will want to attend a special ground school, *Explore Aviation*, at the EAA AirVenture in Oshkosh to be held July 28-August 3, 1999. *Explore Aviation* is a fun program that explains the principles of flight, different kinds of aircraft, what it takes to earn a pilot's license and includes many experiments to illustrate the topics. The program will be held Thursday-Sunday at 11:00 a.m. at KidVenture behind the Eagles Hangar at the EAA Museum.

According to EAA S-M-T Program Manager Judy Rice, "Explore Aviation was offered by Women in Aviation, International (WAI) at Sun n' Fun in April and was so successful that EAA asked WAI to offer the program at AirVenture." The program is for boys and girls of all ages and includes a lot of audience participation through hands-on activities including simulated take-offs and landings. WAI President Peggy Baty, Vice President Carolyn Williamson and Jennifer Saddler Thomas, manager of communications, will conduct the programs at AirVenture. Baty and Thomas are both certified flight instructors.

NORTH DAKOTA PILOTS ASSOCIATION

By Darrel Pittman

In my opinion North Dakota has one of the finest and most active aviation communities in the country. As a transplanted (and thriving) North Dakotan I'm proud to be part of that group.

There were some tough times in aviation when I first came to North Dakota. The year was 1981, I was an air traffic controller at Salt Lake City Center and felt I had too much to lose by joining those that lost their jobs in the air traffic controllers' strike.

The manager at Bismarck tower had lost all of his controllers and needed help, I accepted the assignment. We trained new controllers, installed a new radar system and established new procedures. Only one of my trainees is still there, all the rest are in the ATC system somewhere "Pushin Tin".

I also found a wife (Marlette) in North Dakota. We left in 1983, moving up the FAA ladder (chasing the carrot.) In 1990 I retired from the FAA as a supervisor at Minneapolis Approach control.

After retirement I instructed U.S., Chinese and Russian air traffic controllers under a consulting contract for about three years. We used the aviation facilities at UND part of the time. It was a good experience. I would consider involvement in that type of teaching program again.

Family circumstances brought us back to Bismarck in 1995. Our plan was for this move to be temporary, but in July of 1997 I was offered a job as a contract controller at Minot control tower. Now, as the manager, it appears Marlette and I have finally found a permanent residence at our home in Bismarck.

As a pilot and member of the NDAC I've met many of you and hope to meet lots more of you. I've probably talked with some of you on the air, save one friend (who won't talk to ATC) and we joke about it a lot. If you fly into MOT and have the time, plan a visit to the tower and meet our great controllers. We are local folks and like being here. We especially like providing excellent service to our pilots, and we hope friends.

The "Wannabe" program sponsored by the NDPA has had some good programs this year and we are hoping for more. Our first for the year was at Williston. We had a good attendance and we gave out eight certificates of program completion from the previous year. The next was at Minot and we had another very good attendance. It was Minot's first and we had ten sign-ups for continuation into phases 2 and 3. Our third and most recent was at Grand Forks. Again we had good attendance.

I want to thank all the FBO's for their support in this program. I especially want to thank all you NDPA/NDAC members for your support also.

NDPA has helped sponsor two safety seminars so far, one in Bismarck and one in Fargo (I'm sure more are in the planning stages.) We encourage all pilots to attend these when they are held in your area.

Dan Vigesaa and I have not been very successful in our effort to put out an NDPA newsletter, so the "Aviation Quarterly" will be our communication this time. We will continue to work at it.

'Til next time, happy flying.
Darrel

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JOHN DENVER'S ACCIDENT AND LESSONS LEARNED

By Wayne York

I think we have all heard about John Denver's 1997 fatal airplane crash complete with numerous rumors as to its cause(s). Well the NTSB has just adopted and published a probable cause of the accident. Let's begin with a little background. The accident took place near Pacific Grove, CA. Denver was eyeing an amateur-built Adrian Davis Long EZ airplane. He had recently purchased the airplane and received a one hour checkout the day before the accident. He then flew the airplane to his home base at Monterey, CA. On the day of the accident, he declined an offer to take on additional fuel, saying he would be airborne for only about an hour. He flew three touch and go's at Monterey, then departed to the west. The airplane

crashed into the ocean killing Denver.

The original builder of the airplane had modified the fuel system by relocating the fuel selector handle from between the pilot's legs to behind and above the pilot's left shoulder. The fuel selector's operating positions were not marked.

The Safety Board found the probable cause of the accident was the pilot's diversion of attention from the operation of the airplane and his inadvertent application of right rudder that resulted in loss of airplane control while attempting to manipulate the fuel selector handle. The Board also determined that the pilot's inadequate pre-flight planning and preparations, specifically his failure to refuel the airplane, was

causal to the accident. The builder's decision to locate the unmarked fuel selector handle in a hard to access position, unmarked fuel quantity sight gauges, inadequate transition training by the pilot, and his lack of total experience in this type of aircraft were factors in the accident. With all this in mind, let's take a look at some lessons we can learn.

Lesson #1: Fuel awareness (anyone heard this before?). Denver couldn't even see the fuel gauges in the airplane he had owned for a day, and did not know how much gas was in his tanks. Even so, he declined refueling because he said he was just going to be up for an hour. He was up for just 30 minutes when one tank ran dry.

Lesson #2: If your airplane

has multiple tanks, and gas gauges you can't see, you should put your fuel selector valve within easy reach. Plans for the Long EZ call for the selector to be on the floor, between the pilot's legs. The builder thought it dangerous to have fuel in that location, however, so he put the selector on the bulkhead behind the pilot. According to the NTSB report, Denver had a tough time reaching it in that location even while sitting on the ground. He was going to have it relocated during an upcoming singing tour. But, unfortunately, he went flying first

Lesson #3: Know your airplane. Denver had more than 2,700 hours in everything from gliders and float-planes to jets, but had logged just a couple of hours in the EZ. It

(Continued on page 6)



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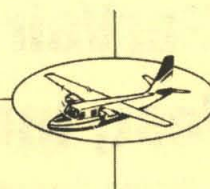
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(John Denver continued from page 5)

appears that he had never before attempted to switch tanks in flight.

Lesson # 4: Altitude above you, like fuel in the truck, does you no good in aviation. Witnesses reported that Denver was flying between 350 to 500 feet AGL when they heard his engine pop and go quiet, then saw the airplane bank and dive into the ocean. It took only seconds!

Lesson # 5: Don't believe

everything you hear or read about what caused an airplane accident until the final NTSB report is in hand. One report shortly after the crash blamed it on a bird strike because the canopy was shattered and bird feathers were found in the wreckage. Another widely publicized story, quoting "informed" FAA sources, claimed that the FAA had revoked Denver's medical and he had been flying il-

legally. The truth is that the FAA had sent Denver two letters the month before the crash informing him that he was not qualified to hold a medical certificate due to his continued use of alcohol. Denver never responded to the FAA's invitation to surrender his certificate, however, and the FAA never followed up. As a result, his medical was still valid at the time of the crash. Oh, and those feathers,

they came from a pillow that Denver had wedged behind his back to help him reach the rudder pedals.

Once again we end up reading about an accident and pilot fatality that never should have happened. But, then again, how many times have we said this before? The answer—way too many.

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Foto-Funnies Winners!

Houston, we have some winners! Many thanks to all who participated in our first Foto-Funny contest. Those of you who sent in captions, keep it up! For those of you who want to chime in, do so by all means. See our back page for the next "good one."

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FIRST PLACE:

Maurice Cook, Bismarck

"State-of-the-art autopilot"

SECOND PLACE:

Steve Johnson, Grand Forks

"Maybe by fakin' sleep, I can grab me some extra peanuts off that cart when she ain't lookin'."

THIRD PLACE:

Glen Anderson, Rapid City, SD

"As soon as I saw this picture I recognized what 'fearless' Fred Adams is doing. At first glance, a person would think Fred is napping but I know from previous experience that Fred is practicing giving flight instruction. Back in 1972, Fred was my flight instructor and I used to look over to the right seat and I would think Fred was asleep. I surely didn't want him napping while he was charging me \$30.00 an hour for dual so I politely asked him if he was asleep. Fred brusquely informed me that he was pretending to be napping because that way I would gain confidence in flying the airplane by myself. That was one of Fred's favorite instructing techniques and he used it every time we flew together."

[Ed. Note: It still is!]

HONORABLE MENTION:

Anonymous

"I want to die like my grandfather...peacefully, asleep."

Unlike his passengers, who were screaming all the way to the ground.

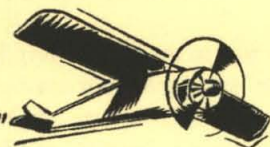


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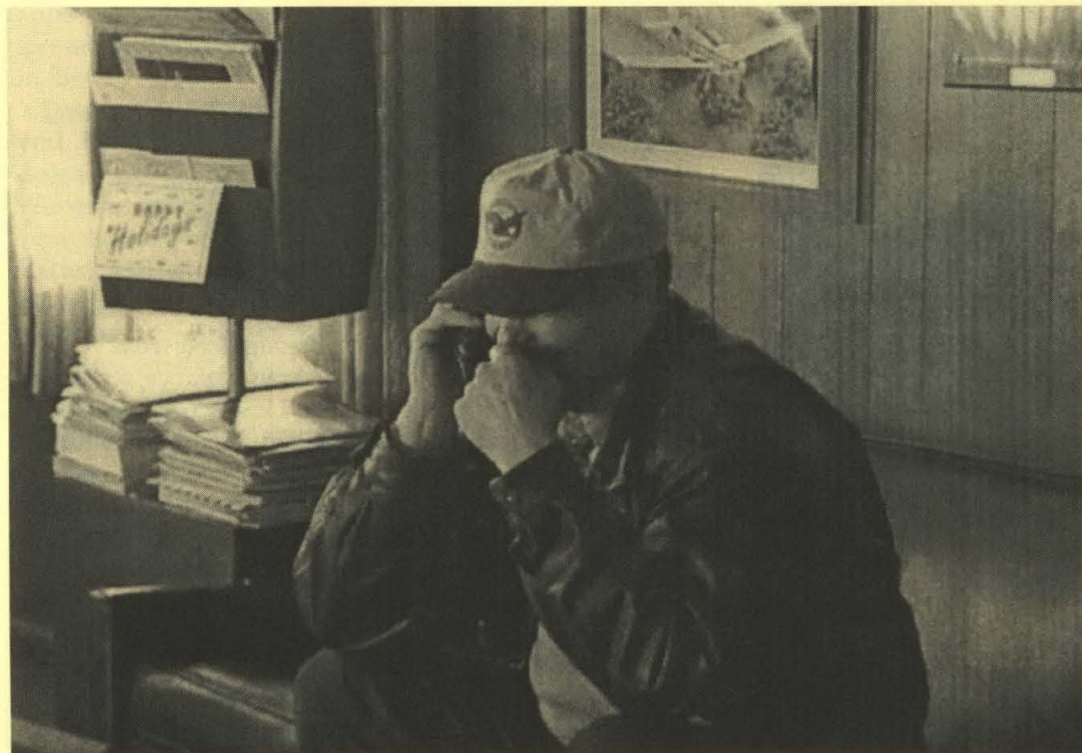


Photo Caption Contest No. 2

What is this pilot doing? Why is he doing it in a public place? Time to polish your comedy talents and join our second Foto-Funny contest. First, second and third place winners will be made public in our October issue. Send entries to NDAQ Foto-Funnies, PO Box 5020, Bismarck, North Dakota 58502-5020

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