

Aviation Quarterly

Issue #46

www.ndac.org

NDAC

October, 1999

Chairman's Corner

Rod Brekken, NDAC, Chairman

"There is life after GPSWRO." If you missed GPSWRO you were lucky. If you encountered GPSWRO, you know what I'm talking about. It happened between August 18 and August 29. Before GPSWRO, everything was fine. After GPSWRO, everything is fine, at least for now! For those who don't know what I am talking about, GPSWRO stands for - Global Positioning Satellite Week Roll Over, and for those of us who repair these systems, this time period was not a fun time. This anomaly only happens every 20 years and so don't worry about the next one for a while. The event is when the GPS satellites begin their "week number count" over again. As this week began, there were of course a number of "zeroes" in their equations and so they became confused and tended to lose contact with earth-based receivers. There are a large number of aircraft that use these satellites for guidance in one form or another and so we had a "real picnic" for a while. In reprogramming the problems away we also updated the GPS receivers for less problems with Y2K and so it was good to be able to do that. (I hope I didn't upset anyone by bringing up the term Y2K.)

Do you have a vision of aviation in North Dakota for

(Continued on page 2)



Another Job Well Done

Pilots from around North Dakota flew and drove into the State Recreational Airpark at Garrison Dam on Saturday, October 9th. While there, they helped

groom the runway, clean up the parking area and placed new cones alongside the landing area. After buffalo burgers and bratwurst, a few posed beside the

airport sign. Seen here are (from left to right) Roger Pfeiffer, Jim Reimers, Tom Jones, Ron Saeger, Darrell Pittman, Dan Vigesaar and Jesse McMurtry.

State Aerial Applicator Accidents Down Fifty Percent for 1999

Aerial applicator accidents were down by half for 1999 according to FAA safety officials at the Fargo Flight Standards District Office. By the end of September, which usually sees the end of most applicator flying, there had been a total of six applicator accidents in the state. According to initial findings one accident was due to a mechanical failure, with the other five the result of different factors.

FAA officials indicated that the issues of gross weight and high temperatures leading to high density altitudes ap-

peared to be the causes of the vast majority of the remaining accidents. The good news was that none of the six accidents resulted in a fatality. In 1998 there were 12 accidents throughout North Dakota, one of which took the life of the pilot involved.

NDAAA and State officials credited the increased number of safety programs, such as that presented during the 1999 Upper Midwest Aviation Symposium, as a major factor in the reduction. Aerial applicators throughout the

state and nation-wide have increased their safety awareness programs significantly over recent years. Another factor in the lower number of accidents, according to NDAAA officials, was the fact that this year's spring and summer weather caused the total acreage treated to be down, too. Once total acreage treated is known a ratio of acreage treated to accidents can be studied and compared to previous years. This will allow for an in-depth study of accident rates to be made.

From The Editor

Andrew S. Niemyer, Editor-in-Chief

As I was turning downwind to base for Bismarck airport's seemingly perpetual active runway, 03-21 the other day, I spotted a flock of Canada geese flying gracefully together off my wing. As we now know, geese fly as a team. The lead shifts as one tires, and their "V" formation uses the lift vortices from each wing to help support those down the line in the formation. Working together, they fly farther, longer and faster in order to reach their destination.

Unlike the geese, most of us fly solo. We often choose to limit support from others to the person in the right seat. There are those among us who eschew the help of anyone, ATC included. For many, it is the challenge of solo flight that makes the act of human air travel even more fun and challenging. That we are able to accomplish so much by ourselves is in and of itself what the thrill is all about.

Yet, that's not how the planes we fly got there. Even a kitplane built by one person working in their garage at nights was most likely designed by a team, the parts package put together by a team, tested by a team and delivered to your house or hangar by groups of people working together. The tools used to build that plane got there the same way, likewise the raw materials used to make the parts.

Civil Air Patrol Airport Photo Program Nears End

The North Dakota Wing of the Civil Air Patrol (CAP) program to build a database of all public-use airports in the state is due for completion soon. The program will feature online access to four photographs of the airports taken from the cardinal compass directions at a height of 2,000 feet and a distance of approximately one mile. The North Dakota Wing began their program in October 1997, and expects to finish work by the end of this month.

When completed, the photographs will be available on the World Wide Web through www.cap.af.mil/airfield. For more information on the program in the state, contact the North Dakota Wing website at www.btigate.com/chadron.

(Chairman's Corner continued from page 1)

the year 2020? An elite group of state aviation industry individuals concerned about that question met in Carrington on September 23rd and 24th to try to define that exact vision. It is a tall order. In what cities can we afford to have airports? How many will the majors choose to serve? How many can the majors afford to serve? With the federal, state and local moneys being spent on our airports, how many can we support? The questions only get harder and they effect every citizen in this state. They probably effect North Dakota

more than most other states when you take into consideration our population and the distance we are from the major markets. Needless to say, the meeting didn't conclude on September 24th as it was scheduled to. They will be back together at a later date to endeavor to draft a plan that will give North Dakota a state-of-the-art aviation system that provides quality access to the global economy. Those are big words and high expectations, but our futures are in their capable hands and I believe North Dakota aviation will shine!

That's why the North Dakota Aviation Council came together 25 years ago: To work as a team. It is by bringing together groups of individuals, each dedicated to their own area of aviation in the state, that we are able to use that team work idea to further each and every group's goals further and farther. No one organization could put together as entertaining and diverse a program as each Upper Midwest Aviation Symposium. No one person could put together the Aviation Vision 2020 document that the recent Vision Conference (again, there's that team concept) has structured. Even the North Dakota Aviation Hall of Fame, which is designed to honor individual aviation achievement, is structured as a team of people working together.

This year's Council and the 2000 Symposium are the personification of that teamwork. While each of us flies alone, they are working together to bring to Fargo a landmark meeting, one which will become a benchmark for future gatherings. What they need is for each and every one of us to work with our member groups and as a team put together the best program we can achieve. By that individual and organizational teamwork, we will proudly present to individuals who attend the result of teamwork that will take us farther, faster and a greater distance into the year 2000.

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

FROM THE DIRECTOR'S CHAIR:

Representatives of the North Dakota Aviation Council and other aviation interested individuals from across the state met in Carrington on September 23-24, 1999. This meeting is believed to be the first formal "Aviation Visioning Conference" ever held in the state.

Thirty-four individuals gave of their precious time to help the aviation industry take a strategic look at the itself. When complete, a snapshot picture and a road map of our industry will help our leaders plan a direction for the next 20 years.

A very good exchange was expected and received. The many facets of our aviation industry gave this group a challenge as it sorted out the weaknesses and strengths and set goals and objectives. The group did not finish on the 24th. The planned finishing meeting will take place in early November.

A final report, when completed, will be made available through the North Dakota Aviation Council. We thank Gene Griffin, Director, Upper Great Plains Transportation Institute, for his hard work as the facilitator of the conference. We look forward to the final report.

We have a new face on the North Dakota Aeronautics Commission board. Governor Ed Schafer appointed Maurice Cook, Bismarck, and reappointed Dianne Herr, Turtle Lake, as Commission members.

The Commission, staff, and the aviation community thank Mr. Erling O. Rolfson, Jr., New Rockford, who is



leaving the board. His tireless work on airport issues while serving on the Commission has been invaluable. Thank you, "Marine Aviator".

The new member, Maurice Cook, is a multi-engine instrument rated pilot. He is past State Wing Commander and past National Legal Officer for the Civil Air Patrol. He is an attorney with a speciality in bond counsel. His interest in the aviation world will bring a wealth of knowledge from the financial and legal side of our industry. Welcome Morrie.

As we "APPROACH 2000", we will be marching towards many changes. Some changes happen for no reason, others are planned. It is best to plan your changes. However, be flexible enough to accept what is not planned. You may be surprised by change, but the reality is someone planned it. We have to look outside our world and look for opportunities to fit our needs for the future. Why? Because in 1985, did we envision that someday we would walk up to a computer to plan the flight, check the weather, file and go?

DEADLINE...

For January 15, 2000
"Symposium" issue is
December 15, 1999.

NORTH DAKOTA PILOTS ASSOCIATION

Winter: Are You Ready?

By Darrel Pittman

Summer is over and now we can look forward to the type of weather for which North Dakota is famous (Brrr). The North Dakota aviation community is experienced in this transition. Aircraft owners and mechanics start preparing their airplanes for the cold. Pilots start thinking about icing reports, braking action reports and instrument currency. The airport facilities start getting the snow removal equipment in shape. Pilots, controllers and airport workers must be continually on the alert when operating on or near runways and taxiways. Now, are you ready? If you are in one or more of these groups, have you started thinking winter? I suggest its time to do so. Let's not become a statistic.

Last month the Aviation Council sponsored an "Aviation Vision Conference", which was held in Carrington. The attendees were from the state alphabet groups, the North Dakota Aeronautics Commission, the FAA and other interested aviation folks. Three of your NDPA Executive board members, and I participated. It was a good conference and I'm sure that Gary Ness will write more in depth about it.

One issue that was discussed and that is important to the Pilots Association is a lack of flight instructors (CFI's) in the state. The "Wannabe Program" that we sponsor depends on the availability of flight instructors, it's as simple as that. No instructors, no students. No students, no instructors, it's a catch 22. If you or some one you know has wanted to become a CFI, now is the time, we need you. The future of North Dakota aviation depends on you.

I can't let an article go by without writing about the subject that has provided me with a comfortable living over the last 40+ years (surprise, surprise).

We have air traffic control towers at four North Dakota airports. The controllers at these facilities provide an excellent and dedicated service for North Dakota aviation. These control towers are run either by the FAA or by private contractors responsible to the FAA. Grand Forks (GFK), Fargo (FAR) and Bismarck (BIS) are FAA towers. We at Minot (MOT) tower are a contract tower, and take extra pride in the service we give. The coffee pot is always available, so stop in and visit with us. I'm sure the same applies to the other three towers also. We appreciate it when a pilot says thanks, it makes us try even harder.

It's planning time again for the "Upper Midwest Aviation Symposium" (UMAS) and the NDPA executive committee is working on the program agenda. We would appreciate any and all input. If there is a specific topic or speaker that you have in mind, please let us know. Last year I did a seminar session on class "D" airspace. The response was encouraging. If you would like to have another session concerning ATC, I'm willing to do another. Let me know what you have a question about. Keep in mind that the symposium is in FAR, if you would like something about FAR let me know and I will work on it.

By the time you read this, volunteers from the North Dakota Pilots Association will have donated time to help the North Dakota Aeronautics Commission clean-up and fix-up the Garrison Dam airport (down below the dam Oct. 9th) Dan Vigesaa and I recruited help from BIS and MOT. The response was good and we wish to extend a thank you to all those that volunteered. Happy flyin!



PHOTO CAPTION CONTEST

We know who these pilots are...

But just what are they saying?

Show your friends you are funnier than Chris Rock and send your captions to:
NDDAQ Photo Funnies
P.O. Box 5020
Bismarck, ND 58502-5020

Upgrade Your Fueling System

with a

**Brownie
Fueling Cabinet**

AVGAS or JET

**Enclosed and
Weather-Protected**

Complete Dispensing System

For more information, contact:

**Dennis Reiten
612.502.9669**

Email: dennisr@determan.com



Determan Brownie, Inc.
1241 - 72nd Ave. NE, Minneapolis, MN 55432
www.determan.com

NATA Offers Suggestions To Improve FAA Oversight Of Airport Grant Assurances

In comments to the Federal Aviation Administration (FAA), National Air Transportation Association (NATA) vice president Andrew Cebula has supported pending changes to the Airport Improvement Program (AIP) grant assurances and offered clarifying language in its application to aeronautical activities.

The FAA Grant Assurances are agreed to by airport sponsors receiving federal grants and impose federal requirements on the operation and management of the airport. The FAA recently announced changes to the Assurances in a notice published in the Federal Register. The FAA notice addressed concerns expressed by the City of Houston, Texas, that the assurance on economic nondiscrimination (Assurance 22) was causing problems because individuals have attempted to fuel general aviation aircraft from pick-up trucks, citing the assurance as allowing them to do so. The City then recommended wording to correct this issue.

"The Association concurs with the City of Houston that the previous wording of Assurance 22 implied an open-ended right for individuals or any other entity to offer services without regard to safety standards," Cebula stated in the NATA submission to the FAA. "While NATA supports the change implemented by the FAA addressing this issue, the Association recommends adding language to clarify how the revised assurance can be implemented through the use of airport minimum standards."

Explaining the importance of this recommendation, Cebula said, "Based on the experience of the NATA staff, one of the biggest challenges facing the airport operator's responsibility to oversee aeronautical services is implementing and enforcing minimum standards in accordance with the Sponsor Assurances."

The NATA comments suggested that the FAA grant assurance include the following wording, "It (the airport sponsor) may implement minimum standards that reflect local safety requirements and quality of service requirements so long as these are reasonable, relevant to the activity, and applied without unjust discrimination."

"Because nearly half of the inquiries we receive would be addressed by such a reference, the Agency could make it extremely clear to both airport sponsors and aviation businesses how it evaluates compliance with the economic non-discrimination element of the Grant Assurances," Cebula concluded.

Learning How to Fly

WEEK 1

1. Monday: Rain.
2. Tuesday: Rain.
3. Wednesday: No rain; no visibility either.
4. Thursday: Take instructor to lunch. Discover I don't know enough to take instructor to lunch.
5. Friday: FLY! Do first stall and second stall during same maneuver, cover instructor with lunch.

WEEK 2

1. Monday: Learned not to scrape frost off plexi-glass with ice-scraper. Used big scratches marker to set pitch.
2. Tuesday: Instructor wants me to stop calling throttle "THAT BIG KNOB THING." Also hates when I call instruments "GAGETS".
3. Wednesday: Radios won't pick up radio stations, so I turn them off. Instructor seems to think I missed something.
4. Thursday: Learned 10 degree bank is not a steep turn. Did stall again today. Lost 2000 feet. Instructor said that was some kind of record. — My first compliment.
5. Friday: Did steep turn. Instructor said I was not ready for inverted flight yet.

WEEK 3

1. Monday: Instructor called in sick. New instructor told me to stop calling her "BABE". Did steep turns. She said I had to have permission for inverted flight.
2. Tuesday: Instructor back. He told me to stop calling him "BABE", too. He got mad when I pulled power back on take-off because the engine was too loud.
3. Wednesday: Instructor said after the first 20 hours, most students have established a learning curve. He said there was a slight bend in mine. A-ha—progress!
4. Thursday: Did stalls. Clean recovery. Instructor said I did good job. Also did turns around a point. Instructor warned me never to pick ex-fiance's house as point again.
5. Friday: Did pattern work. Instructor said that if downwind, base, and final approach formed a triangle, I would be perfect. More praise!

WEEK 4

1. Monday: First landing at a controlled field. Did fine until I told the captain in the 747 ahead of us on taxiway to move his bird. Instructor says we'll have ground school all this week on radio procedures.
2. Tuesday: Asked instructor if everyone in his family had turned gray at such an early age. He smiled. We did takeoff stalls. He says I did just fine but to wait until we reach altitude next time. Three Niner Juliet will be out of the shop in three days when the new strut and tire arrive. Instructor says his back bothers him only a little.
3. Wednesday: Flew through clouds. I thought those radio towers were a lot lower. I'm sure my instructor is going grey.
4. Thursday: Left flaps down for entire flight. Instructor asked why. I told him I wanted the extra lift as a safety margin. More ground school.
5. Friday: Asked instructor when I could solo. I had never seen anyone actually laugh until they cried before.

AAND NEWS

Ten years ago when I first entered this profession, my predecessor and mentor explained to me the rather unique relationship airport managers have with one another. He described us as a fraternity. He told me that we help each other. We share...things and ideas. We rely on each other's work rather than constantly "reinventing the wheel." Early on I wondered how that was possible given that we also compete. We compete for passengers, we compete for aviation development, and we compete for FAA dollars.

I suspect the reason cooperation among airport managers takes precedence over competition somehow relates to the fact that there aren't a lot of us out there. While there may be two hundred teachers, fifty attorneys, and a dozen doctors in a community, there tends only to be a single airport manager. The other factor that tends to tie us together is perhaps one of desperation. I'm not aware of any other profession that expects its practitioners to master such a broad spectrum of knowledge. You've heard other airport managers joke

or joked yourself about wearing fifty different hats. . . everything from floor wax expert to environmental engineer. Brothers and sisters it's the truth. Maintaining cooperative relationships is one of the reasons we survive.

I want to issue an invitation to those out there who haven't yet joined the fraternity. If you are the manager of a smaller airport or an FBO owner serving as a part time manager and you need assistance, call another airport. If you need a copy of a lease or an agreement or minimum standards or rules and regulations, call another airport manager. If you want to know how airport "X" was able to get the money to fix its runway, call them and ask. If you're looking for surplus equipment, spare parts, or you need to borrow something, call another airport. If you don't understand a piece of legislation that may affect your airport, call one of us and ask. And yes, even if you're having difficulty with your board or your council, we'll even talk with you about that. I guarantee you'll be glad you asked.

Steve Johnson, A.A.E. President, AAND

Darell & Marlette Pittman, Realtors

Let us help you with all your real estate needs.



201 West Front Avenue
Bismarck, ND 58504
Business (701) 223-6654
Toll Free (800) 657-8089
residence (701) 255-6311



Each Office is Independently Owned and Operated

LANDING 2000

The Upper Midwest
Aviation Symposium

Sunday, March 5, 2000
to
Wednesday, March 8, 2000

Ramada Plaza Suites
Fargo, North Dakota

Plan on to join us there!

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) 280-9058

WAI SCHOLARSHIP INFORMATION AVAILABLE FOR 2000

Scholarships will be awarded at the 11th Annual International Women in Aviation Conference, to be held March 9-11, 2000, at the Memphis Cook Convention Center in Memphis, Tenn. Each year, WAI strives to offer scholarships to suit the needs of the organization's diverse membership. At the 1999 Conference, 38 women received awards totaling more than \$380,000 in areas such as flight training, maintenance and aviation management. WAI began its scholarship program in 1995 with two \$500 scholarships. In four years, the program has increased to 38 scholarships totaling more than \$380,000. "The scholarship program for 2000 should exceed the totals from 1999," said WAI President Peggy Baty. Scholarships available for 2000 (as of August 18, 1999) include:

General Scholarships

Airbus Leadership Grant

The Amelia Earhart Society

Career Enhancement Scholarship

Flight Training Magazine

Scholarship Women in Aviation,

International Achievement Awards

Women in Corporate Aviation

Career Scholarship

Flight Scholarships

Airbus A320 Type Rating Certificate

American Airlines Flight Training Award

Cessna Aircraft Company Private Pilot Scholarship

Jeppesen Sanderson Company Private Pilot Scholarship

Northwest Airlines Type Rating

SimuFlite Citation II Corporate Aircraft Training Scholarship

Maintenance

Aircraft Electronics Association Aviation Maintenance Scholarship

ATP Maintenance Technician of the Year

Bombardier Challenger Initial Maintenance Scholarship

Paul Irvin Memorial Maintenance Scholarship

SimuFlite Maintenance Scholarship

Scholarships are awarded to deserving candidates based on the following selection factors: achievements, attitude toward self and others, commitment to success, dedication to career, financial need, motivation, reliability, responsibility and teamwork.

Individuals interested in applying will find the application procedures and the detailed list of scholarship opportunities in the September/October of Aviation for Women magazine and on the WAI Web site at www.wiai.org. Additional scholarship opportunities will be listed in the November/December issue of the magazine and on the Web site. All applicants must be WAI members and provide the official application, three recommendation letters, a descriptive essay, resume and copies of all aviation and medical certificates and the last three pages from their logbook, if applicable. The application deadline is December 10, 1999.

For additional scholarship information or to request an application, contact Women in Aviation, International headquarters at 3647 S.R. 503 South, West Alexandria, OH 45381; Phone (937) 839-4647; Fax (937) 839-4645; E-mail wai@infinet.com; Web www.wiai.org.

FROM THE FARGO TOWER

EFFECTIVE: December 1, 1999

SUBJECT: IFR SEPARATION PROVIDED TO VFR AIRCRAFT CONDUCTING PRACTICE INSTRUMENT APPROACHES.

CANCELLATION: December 1, 2001

Fargo Approach/Departure Control will provide standard IFR separation to VFR pilots who are conducting practice instrument approaches at the following airports:

- Fargo Hector Airport,
- Casselton Regional Airport,
- Moorhead Municipal Airport Ada-Twin Valley Airport
- Hillsboro Municipal Airport and
- Hawley Municipal Airport.

Fargo Approach/Departure Control can be contacted on VHF 120.4127.7, and UHF 395.9/255.6 .6

EFFECTIVE: DECEMBER 20, 1999

SUBJECT: Class D Airspace Operating Procedures at West Fargo Airport

CANCELLATION: December 20,2001

EFFECTIVE: December 20, 1999

1. The relative close proximity of Fargo (FAR) and West Fargo (D54) Airports, the increasing number of pilots using the D54 Airport and requirements for certain services to be provided by Air Traffic Control (ATC) Specialists indicate a need for establishing standard operating practices for FAR ATC Tower/Approach and D54 pilots.

a. To the extent possible FAR ATC Specialists will:

- (1) Keep other traffic at or above 2,300 feet vertically or well clear laterally whenever unidentified radar targets are observed in the immediate vicinity of D54 Airport. (NOTE: This will provide at least 500 feet vertical separation provided the D54 traffic pattern is at or below 1,800 feet MSL).

- (2) Continue to provide traffic advisories to aircraft operating with FAR ATC.

b. To the extent possible D54 pilots will:

- (1) Observe traffic pattern altitudes at or below 1,800 feet MSL and fly a west traffic pattern. This will avoid traffic at Hector International.
- (2) Avoid any turns to the east until radio contact is established with FAR ATC and a clearance is received.

- (a) If entering class D airspace and landing at the primary airport, contact FAR

Tower on 118.6.

- (b) If entering class D airspace requesting east bound and TRSA service' depart west bound first and contact FAR departure on 120.4.

Expect on course with departure.

Two-way radio communications are not required if paragraph 1b

- (3) operations are followed and flight paths will not reenter Class D Airspace.

- (3) Two-way radio communications are not required for aircraft departing from or arriving to the D54 Airport when the flight path will remain to the west of the D54 airport. This is **ONLY** for arrival and departure operations conducted strictly west of the D54 Airport. All others must establish communications as soon as practical.

2. Aircraft operating in the touch and go pattern at the West Fargo Airport are not required to establish two-way radio contact provided that all traffic patterns are conducted on the west side of the airport.

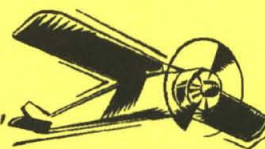


AirLoan

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

DTAM NEWS

"The "Oswin Elker Wing" of the Dakota Territory Air Museum will be completed this fall, a little later than planned, but better than we expected. The addition measures 100' x 100' with a 30' x 30' mezzanine which will overlook the interior of the new addition, as well as the DTAM grounds and Minot International Airport. With this additional space we will have a 36' peak to suspend aircraft at different attitudes and give us more display area.

The expansion at DTAM was provided by a donation from Capt. Oswin "Moose" Elker a Minnesota businessman and long time friend of the museum. He was a Combat Fighter Pilot (75th Ftr. Sqd./23rd Ftr. Grp.) China/Burma/India 1943-45. One of the infamous 14th Air Force "Flying Tigers" we have all



The new Oswin Elker Wing of the Dakota Territory Air Museum, DTAM, stands tall and ready to accept aircraft and displays from the smaller facility to the right in this picture. Formal dedication ceremonies are scheduled for the late spring of 2000.

heard stories about.

When we get moved into the new Elker Wing we will have on display Oswin's collection of WWII artifacts, medals, papers etc. Along with a Curtis P40 Warhawk when it gets restored. Does anyone have a wing for a P-40 laying around their hanger?

The present hanger will be turned into a much needed restoration facility. This area will remain open to the pub-

lic so they can witness the process of restoring these old airplanes to their former beautiful selves.

As always if anyone out there in aviation land has anything aviation oriented that they don't know what to do with, please contact us. We have heard stories of people saving things for years and in the end these items end up in junkyards or garbage dumps. Please donate any item of interest to the museum. That's

where these kinds of things belong. You will know they will be treated right, and find their own place in North Dakota aviation history.

Although we are closed for the season, if you happen to be in the area we will gladly set up a time for you to stop in for a visit. If not, we hope to see you at the next year's dedication of the Oswin Elker Wing of the Dakota Territory Air Museum.

Rich Larcombe Dakota Territory Air Museum.

NORTH DAKOTA PILOT CHARACTERISTICS

Prepared by: Mark J. Holzer, Aviation Planner ND Aeronautics Commission, September, 1999

Based on 1995 - 1999 North Dakota Aeronautics Commission registry of 2,644 airman, pilot characteristics are:

2,644 Total Certificates
 2,541 Male 96%
 103 Female 4%
 46 yrs - Ave. Age of Pilot
 2,123 Ave. Total Flight Time
 100 Ave. Annual Hours Flown

FAA LICENSE TYPES

Private 1,111 42%
 Commercial 770 29%
 Air Transport 194 7%
 Student 386 15%
 Mechanic 183 7%

Total 2,644

Pilot Location by Regional Zip Code

ZIP CODE REGION	PILOT ADDRESS %	1991/1999 PLANES REGISTERED %	RATION/PILOTS PLANE
GFK	539 22%	297 17%	1.8:1
FAR	576 23%	434 25%	1.3:1
BIS	381 15%	197 11%	1.9:1
MOT	325 13%	288 17%	1.1:1
JMS	194 8%	155 9%	1.2:1
DVL	235 9%	164 9%	1.4:1
DIK	139 6%	98 6%	1.4:1
WIL	109 4%	85 5%	1.3:1
TOTAL	2,498	1,718	1.5:1

1997 Population by Age Groups (Greater than 19 & Less Than 80)

Age Group	Population	%	Ratio
20-29	88,751	20%	-8
30-39	92,016	22%	-6
40-49	94,388	22%	+1
50-59	60,940	14%	+4
60-69	50,222	12%	-1
70-79	40,236	9%	-3
80+	28,398	5%	-8
TOTAL	426,503		26,408

Medium Age 35.4
 (Increase 3.1 since 1990)

Medium Age 46.0
 (Increase of 5 since 1990)

NDAAA NEWS

On The National Scene NAAA National Leadership Training Program Tickets Available!

Tickets for the WNAAA Raffle will be on sale from October 7, 1999, until the end of the exhibits at the NAAA Convention in Reno, NV, December 16, 1999. The winning ticket will be drawn at the NAAA Banquet the evening of the December 16, 1999. To purchase tickets, please contact WNAAA Director Cindy Schreiber-Beck (701) 642-5777. You do not have to be present to win.

- | | |
|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Grand Prize | One each of a 16", 24" and 36" fresh water cultured pearl necklace with a 14K gold clasp.
7" double strand pearl bracelet with 14k gold clasp
7"-8MM pearl stud earrings with gold post |
| First Prize | \$1000 Cash/Wine |
| Second Prize | Sony Digital Camera Zoom 6X, quick access FD drive 4X, lithium ion spec. |
| Third Prize | \$500 Cash |

"Landing: 2000"

March 5-8, 2000 • Ramada Inn, Fargo
Make it your plan to be there!



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

SAFETY ON YOUR MIND DURING 1999

Although the statistics are not on paper, it appears that the number of accidents in North Dakota agricultural aviation industry is far less than last year. There have been a number of fatalities nationwide but fortunately no lives were lost in North Dakota. A number of factors may have attributed to the reduced accident rate such as fewer acres, the APAASS Program, a consideration of existing weather conditions and aircraft maintenance. Not all factors are in your control but those that are should be foremost in your mind during the spraying season. Those factors that are out of your control should be respected and part of an ongoing education plan so you fully understand what you are up against. It should be an industry goal to reduce the number of accidents through training, and exchange of knowledge between pilot and self-discipline.

NDAAA & NDHP

Through the efforts of Gary Ness, the NDAAA was able to be part of the program at the North Dakota Highway Patrol Spring Training sessions. Information about the industry and how to approach accidents involving agricultural aircraft was presented in an effort to increase the knowledge of the highway patrol personnel and improve the handling of accidents. A thank you to Gary for representing our industry and Jim Lawler and Prairie Airports for the use of a Cessna Fuselage to provide a "hands-on-experience" for the training.



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 Commer-
cial and World Rates?
Excel Provides a Comparative
Analysis

Representatives Needed

Contact
Darrel Pittman
Managing Representative
(701)255-6311



Foto Funnies #2

After last issue's great response, the latest attempts at humor were even better. Our panel of wise and experienced comedians picked our three winners for the photo of DOT's Chief Pilot, Dan Vigesaa above:

First Place: Bruce Fuchs, Bismarck

"The Thinker" (cell phone equipped)

Second Place: Steve Johnson, Grand Forks

"Yeah Doc, it's either a really tough booger or somebody safety wired my nose shut."

Third Place: Corinne Easton, Bismarck

(Talking to Basin Electric Chief Pilot Fred Adams)

"If only the passengers knew what they were in for, right Fred?"

Honorable Mention: Anonymous

"Okay, let me get this straight. Under the new regs, I can only get through to a briefer at AFSS if I stick my right pinky finger into my cheek and shove my left index finger up my nose. You're kidding, right? Hello? Hello?"

HALL OF FAME Nominations Due November 30

North Dakota Aviation Hall of Fame nominations for 1999-2000 are due no later than November 30, 1999.

Complete nomination packages should include a list of major achievements by the nominee in the enhancement of aviation, significant contributions towards the development of others in aviation, special aviation services to the state and any other information the nominator feels would be pertinent. Packages should also include a black and white 5x7-inch photograph and be limited to a maximum of three pages, typewritten and double-spaced.

Nominations should be sent to Post Office Box 5020, Bismarck, ND 58502. Further information can be obtained by calling (701) 328-9650.



**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
Kadrmass, Lee & Jackson 701-255-0076

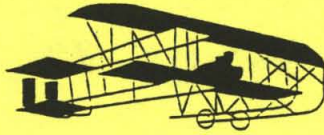
- AirGIS Aviation Computer Systems**
- Airport Master Planning**
- Design and Construction**

**Kadrmass
Lee &
Jackson**

Consulting Engineers
and Surveyors

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

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:

City/County

THIS NOMINATION SUBMITTED BY:

Individual or Corporation

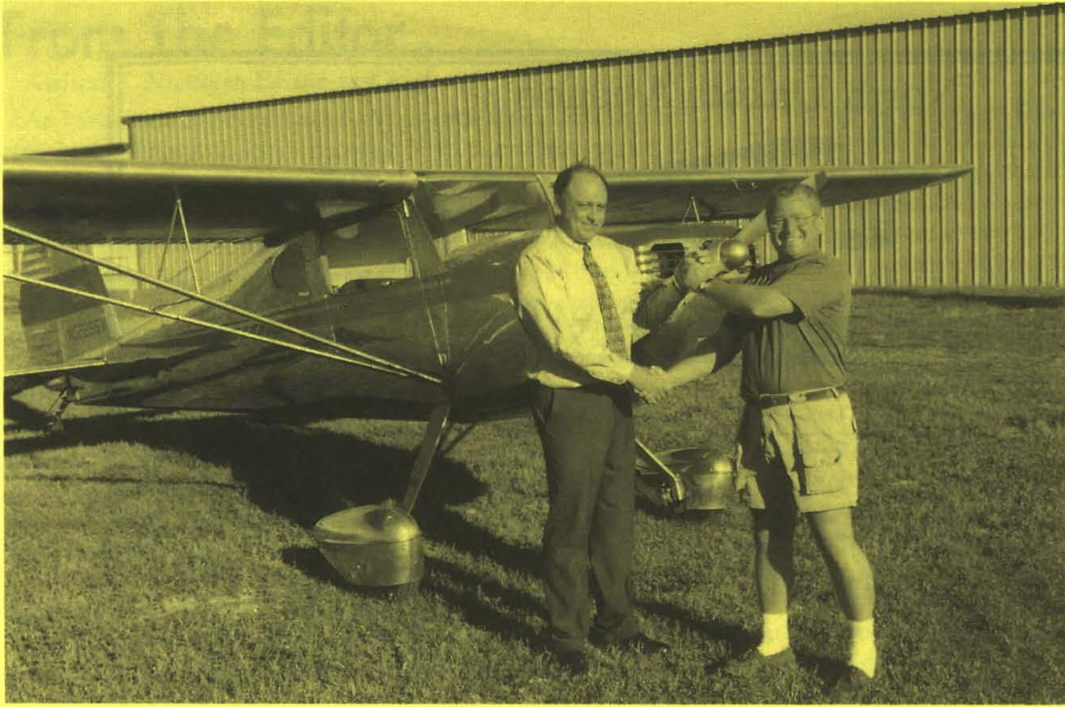
Address, City, State

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 maximum 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.



AND THE WINNER IS...

Marty Topper of Newport, Oregon accepts the keys to a Cessna 140 from Rich Larcombe, Dakota Territory Air Museum President. The vintage plane was the prize in this year's DTAM fund raising campaign

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 December 15

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

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

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