

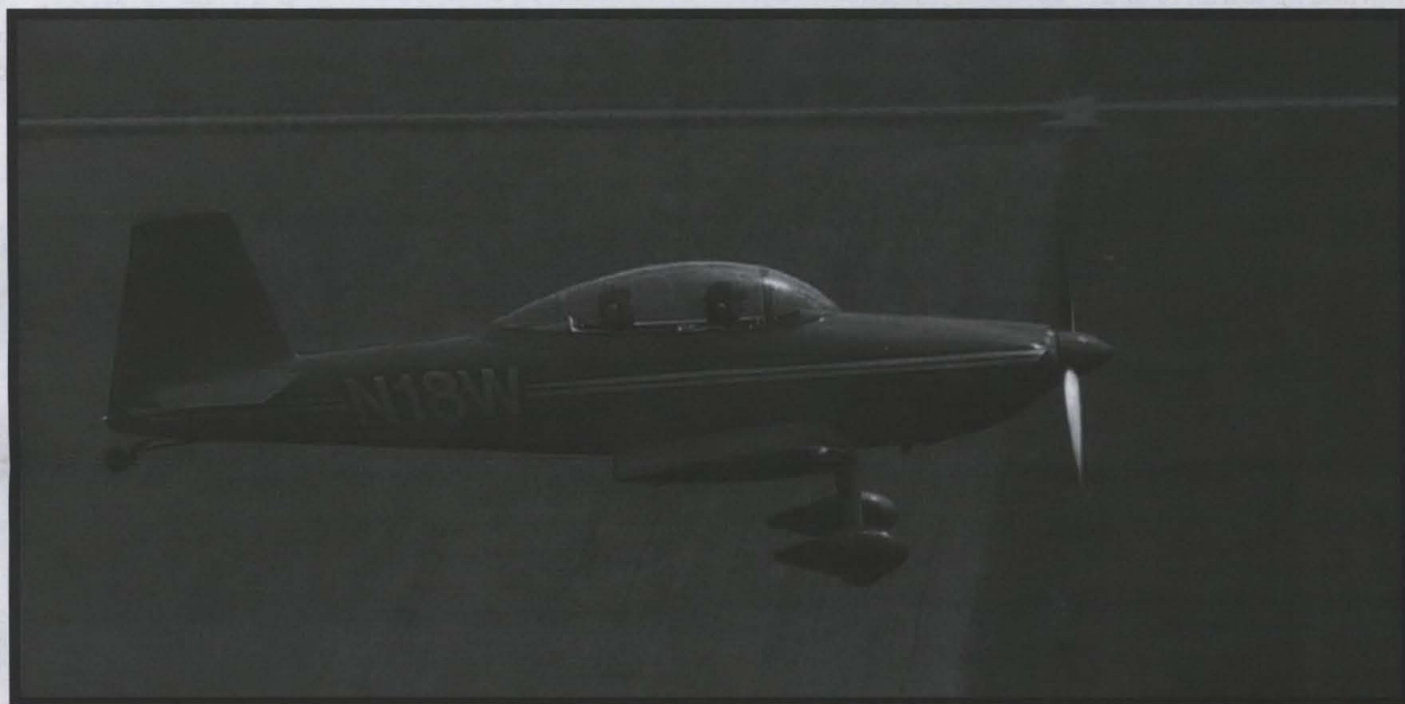
NORTH DAKOTA Aviation Quarterly

Issue #53

www.ndac.org

NDAC

September, 2001



Summertime, and the flying is great. This Van's RV-8, owned by Keith Schonert of Harwood and flown by Tim Stoltz and Keith Monson, Harwood, is shown over our state's "vast lanes" earlier this summer (photo by Jim Reimers, Fargo)

Symposium Heads Back to Bismarck for 2002

The North Dakota Aviation Council has announced that the Upper Midwest Aviation Symposium for 2002 will return to Bismarck after a two-year presence in Fargo, ND.

The four-day gathering of the state's aviation communities will be held starting Saturday, March 2, 2002 at the Radisson Inn, Bismarck. Sessions will run through Monday, March 4 and end with a school day on Tuesday, March 5, 2002.

The Symposium had been held on the eastern side of the state in 2000 and 2001. The Council, representing the consensus of the members of its 8 umbrella organizations, chose to bring the meeting to Bismarck in deliberations held in late May. It was decided that, in part, to provide exhibitors and attendees from the western side of the state and from states to the west with reduced travel times and expenses, a change of venue to the central part

of the state would be in order for 2002. Several Council members had stated that they had received informal feedback that while all attendees enjoyed the meetings in Fargo, the extra mileage and time it took to travel there from the west discouraged many vendors and organization members from attending, especially in 2001. Despite that, the Council reported that attendance was up somewhat in both years over 1999.

A return to Fargo is not out of the question in the future, however. The Council reaffirmed its decision to change the location of the Symposium to various sites around the state on a periodic basis. This decision, initially reached in 1999, was made in order to afford attendees from across the state the opportunity for some to be "at home" and others to travel in different years. Prior to 2000,

(Continued on page 2)

From The Editor:

Andrew Niemyer, Editor-in-Chief

This summer has been busy for everyone in aviation in the area. The applicators are going full tilt after a slow and wet start, fly-ins have popped up like dandelions on your lawn and airports are in the midst of major and minor upgrades and repairs. To top it all off, we've been blessed with some great days and evenings for flying, all of which add up to a lot of time spent in the cockpit, on the ramp and in the hangar.

Kudos to Bismarck Airport As discussed in the last issue, Bismarck airport officials were working on a Minimum Standards document, one that had given rise to concern by some local airport residents. The airport management has proven very responsive to those concerns and has included several airport users in helping to craft the document. While our article was the subject of some ire, we stand by what we reported at that time. What the *Quarterly* is happy to see is an airport management that does not circle the wagons and establish a fortress mentality. Rather Manager Greg Haug and Operations Manager Tim Thorsen have made sure that everyone has a voice in establishing a document that everyone will have to live with for some time to come. They are to be congratulated for their openness and responsiveness to the concerns that were voiced.

Let's Remember to Be Safe Out There Fatalities are never good in this or any industry. The fact that veteran and experienced pilots continue to die will never change, but we can reduce those numbers. Several experienced pilots died this year either en route or literally on final approach to AirVenture

2002 at Oshkosh. There have also been mishaps and fatalities in the application business in the region, including at least one due to landing short of the field. In the end, we are ultimately responsible for how we fly our planes. Some of us know exactly the boundaries of the aircraft's performance and handling and some of us have self-imposed limits well within the aircraft's performance envelope. No matter where those boundaries are, let's remember what our planes can and cannot do, and never ask more of our equipment than they can provide.

Back to Bismarck As noted on the front page, the 2002 UMAS will be back at the Radisson Inn in Bismarck next March. The "regional balance" provided to attendees by having the location change to Fargo the last couple of years has been a welcome change. Many from the eastern side of the state got to go home in the evenings and didn't have the constant concern of March's mercurial weather to worry about. Those from the central part of the state actually got the fun of the Ramada Plaza Suites wonderful hospitality and the great venue it's provided over the last couple of years. Don't get comfortable just yet, though. The location for the year of flight's centennial 2003 has yet to be decided; it may turn out to be another big surprise!

the Symposium had been held for 25 years in Bismarck.

The Council also noted that the increased corporate financial sponsorship gained over the last two years had played a major role in keeping costs to the Council down and increased the Council's financial "safety margin" from previous years. It is hoped that this renewed interest in helping keep the Symposium as a "keynote" event in the aviation scene of the upper Midwest will continue in the foreseeable future.

Letter to the Editor

I was disappointed in the tone of the article ("Bismarck Airport Proposed Minimum Standards Document Stirs Tenant's Concerns") in the most recent *ND Quarterly*. Adoption of minimum standards is the right thing to do and, in the long run, protects the public interest. In the short run it sometimes goes personal oxes, but progress usually does. I find it interesting that the article didn't point out which similar-size midwestern airports already have minimum standards and how the Bismarck standards compare. Except for Bob Simmers, the article in large part uses the terms "critics", "some", "one local pilot", "one Part 91 operator", and "those who feel" rather than name names...this hurts credibility and gives the impression that we're reading an editorial.

Steve Johnson, A.A.E.
Executive Director
Grand Forks Regional
Airport Authority
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(Symposium 2002 from page 1)

2001-2002 ND Airport Directory

PLEASE NOTE CHANGE:
When referring to CTAF numbers for each airport, please use the chart on the back cover of the directory. The CTAF numbers listed on the individual airport pages are incorrect. We are sorry for the inconvenience.

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FROM THE DIRECTOR'S CHAIR

By Gary Ness, Director,
ND Aeronautical Commission

Last summer I wrote an article about my father's aerial application business and about the "Marker". In that article I made the statement that another story should be written on the "Loader". One year later here is the "Loader".

The "Loader" as a member of an aerial application business team was the lowest on the food chain, however the "Loader" had to be a multi-talented individual who usually started out in the business quite young and evolved into an asset to the operator that typically went unnoticed.

Moving into uncharted territory during the late 1950's, the aerial application business was in a growth and educational mode. Business planning was key and usually the plan was on a small piece of paper in the front shirt pocket of the operator.

Equipment and staff were typically structured in the following manner;

Equipment:

One (1) aircraft, usually a civilian model modified to do the job required.

One (1) old gas truck with tank, cleaned to deliver water to the aircraft.

One (1) old pickup, for "MARKER" use.

One (1) on-site water storage tank.

Staff:

One (1) "Pilot": Usually a WWII or Korean War Veteran with a love of flying and a strong background in agriculture. An entrepreneur of the highest order.

One (1) "Marker": Typically a young high school age student hired to help the pilot



maintain the correct distance between swaths while in the field in application mode. (Check Summer of 2000 *Quarterly* for job description.) One (1) "Loader": The loader started at a very young age. If you happened to be the son of an applicator, that start age was 12 years old, in the summer after your sixth grade year. Your job description was simple: Put the chemical in the aircraft, then add the correct total number of gallons of water to the mix.

The "Loader" had to manage the 55 gallon barrels of chemicals, which normally outweigh the "Loader" by about 430 pounds. Your survival instincts became really honed during this part of a workday. The normal load in the 1950's was a 40-gallon spray tank in the back seat of PA-11 or Aeronca Champ. It later evolved to a Piper PA-18 with a Sorenson Co. 100-gallon custom-built sprayer system attached to the airframe.

If the crop to be sprayed needed 1/2 pint per acre of chemical and a 1 gallon of water per acre application, the recipe would read this way.

40 acres x .5 pints = 20 pints of chemical : 8 pints = 2 1/2 gallons of chemical then fill the tank with water and go spray 40 acres. If the crop to be sprayed needed 1 pint per

acre, here is that recipe.

40 acres x 1 pint = 40 pints : 8 pints = 5 gallons of chemical, then fill the tank with water and proceed to spray 40 acres. Very simplistic in comparison to today's world.

Now, the real problem was, how does a 12-year-old boy weighing 110 pounds get a five gallon can of chemical up to the top of a chemical hopper in the back seat of a PA-11 without spilling it? Answer: create a step stool to make the "Loader" taller and use a 2 1/2 gallon can. Your margin for error here was small. The punishment for spilling on a "PILOT'S" seat would make Human Services blanch today. As the business evolved the tank came out of the back seat to be attached to the belly of the aircraft. The "Belly Tank" was a big improvement in the eyes of the "Loader." It took the overhead lifting problem down to a knee high loading port. Kiss the Sorenson Company engineer that came up with that idea!

One big innovation to the loading process was the introduction of the 1930's era, manual gas pump with the 10 gallon glass top, where you could pump directly from an upright 55 gallon barrel to a measurable container that could be plumbed into a loading system. No more lifting or carrying of loading cans. No more rolling of 550 pounds of chemical barrel up ramps to fill the loading cans. This not only increased the efficiency, but also improved the quality of the life and safety of the "Loader".

The "Loader" was also responsible for the water storage at the loading site. If you were fortunate enough to have a water well on site, you were in tall cotton. If not, the job became more complex. Water access was broken down many ways: City wa-

ter, river water, slough water or rainwater.

City water: The "Loader" had to drive to town, find the right water department employee to provide access to the loading facility. The worst part was that you had to pay for it. Second worst part; the "Loader" at this time in life didn't have a driver's license.

River water: Find a safe area for entry and access to the river. It usually meant contact with a friendly customer for that access. Plus, it had to be close to the airport.

Slough water: Same access problems with additional quality concerns and quantity availability.

Rainwater: An enterprising "Loader" recognized that the rainwater run-off of the hangar roof could be captured and routed to a storage tank located beside the hangar with plumbing to the loading area, resulting in free water and no hauling costs. But you need a lot of rain and storage to get through a season.

Involved with all the types of water, was the truck, typically a 15 to 20-year-old, ex-gas truck, normally with a five hundred gallon tank. A standard to meet: Was the floorboard pushed out? A necessary ingredient was a good suction pump to facilitate the water retrieval from rivers and sloughs. 1200 to 2000 gallons of on-site water storage was required to handle the business of the day in the late 1950's.

Customer Relations: When the "Pilot" was doing what pilots do, the "Loader" had the first contact with the customer, which was very important to the business. A "Loader" had to know how to fill out a work order form with all the correct informa-

(continued on page 4)

(From the Director's Chair
Continued from page 3)

tion: Number of acres, legal description, drawing of field shape, crop type, control needs, crop growth stage, desired chemical type and rate, adjoining crop type.

Plus a few more pieces of information, most important, the location of the wife's garden. As a front person for the business being shy was not part of the job description.

Staff Relations: The "Loader" had direct contact with the "Pilot" several times of the day; the conversations could vary from happy to downright nasty. Those events normally were based on the mood of the "Pilot" and how well the day was going; the "Loader's" mood or day had nothing to do with these conversations.

From the young age of 12 to the old age of 15, in an aerial application company, the "Loader" as stated was the lowest form of life on the food chain. A promotion was an expected happening within the operation, when you received your drivers license, that promotion was to "Marker". One point to be made here is: Everyone yelled at the "Loader".

A "Loader" spent hours waiting for aircraft to return to the airport. You had to be aware of the chemical and how you should handle them safely. Your duty was to keep the loading area clean and neat. You always were thinking of way to improve the delivery system. You knew the when, where and what for of each load that left the airport. Typically a PA-18 with a 100-gallon belly tank, in a no wind day, could spray about 12 loads a day. Which meant 1200 total acres and a 14-15 hour day of non-stop activity. Thank God that the wind blows in North Dakota. The "Loader" knew when to ex-

pect the aircraft back from the field. Normally 45 to 50 minutes a load and that was related to the ferry distance.

The evening of June 16, 1959 when two planes left the Lisbon airport to spray together; 15 minutes later one aircraft returned with a heavy load still on board, still remains in my memory. Chuck Pagely, a hired pilot had crashed; Oscar returned to the airport with 3/4 of a load left on board. Chuck was okay, however, the fear didn't go away so quickly for a 14-year-old "Loader". That was the first time I really thought about my Dad being in a business that was different than a "Tire Store Dad".

Many desirable factors in a teenager's growth were involved in the business. You learned to get up early in the morning, to do your liquid math quickly and accurately. Your people skills improved dramatically by need. Your geographical, map reading, label reading and agricultural knowledge increased beyond the normal teenagers in the country. Most of all you learned to be productive, organized, personable, enjoy long hours of work and live with stress. Not all that bad a way to spend a part of your summer. The money was good too.

A Bit of Humor:

— "Now I know what a dog feels like watching TV." A DC-9 captain trainee attempting to check out on the 'glass cockpit' A320.

— A "GOOD" landing is one from which you can walk away. A "GREAT" landing is one after which you can use the airplane again.

Aeronautics Commission News

By Mark J. Holzer, NDAC

Summer Airport Safety Projects

What should an airport manager or authority do to improve airfield safety? First, they can do more as a group than a single individual.

Try appointing an airport authority member or FBO as airport safety promotion officer. They could round up local civic clubs, area pilots or a youth group to help. Build a list of projects and look for volunteers to accomplish them. The airport board should be ready to reimburse a civic group for raising money to do an airport safety project.

Some safety project ideas are as follows;

- 1) Inspect and repair airfield fencing.
- 2) Repaint or replace runway painting and grass airfield markers.
- 3) Fix pot holes or drainage swales alongside runways that have washed out.
- 4) Check and repair runway lighting for outages.
- 5) Check grass for gopher holes and level ant mounds along runway ends.
- 6) Replace and repair wind socks and poles, plus check windsock lighted globe fixtures on top.
- 7) Check and replace tiedown ropes.
- 8) Are fuel tanks/pumps properly marked and have fire extinguishers current.

Expand your labor force with a community group or pilots groups to do an airport safety project this summer. (End the evening with grilled brats and beverages).

Airports Begin Master Plans

The four regional commuter airports in North Dakota are Devils Lake, Dickinson, Jamestown and Williston. The North Dakota Aeronautics Commission accepted an FAA planning grant to undertake Master Plan updates at the four airports. The key elements to the Master Plan are;

- Implementing upcoming new FAA airport certification program addressing safety and security.
- Air service facility issues of Great Lakes and Big Sky.
- Terminal space adequacy and screening passengers.
- Aviation business and cargo growth demands.
- Updating the airport layout plan for hangar development and GPS approaches.

The first effort of this study is a survey of area aircraft owners of their needs at these airports. Input by users is encouraged to forecast future space needs on the airport. FBO activity is the key to the general aviation sector users. Addressing weather services, aerial spray facilities, pilot services, facility fueling and ground access topics will be developed. Planning federal and state grants to rehabilitate runway pavements is the key aspect of this grant. If any pilot lands in these four airports, stop by to see the airport manager if you have any suggestions on improving the airports services or access for this master plan project.

UND Aerospace Foundation Orders a CRJ FTD, Applies for 142 Certificate

(Grand Forks, North Dakota)—After an extensive evaluation process, the UND Aerospace Foundation (UNDAF), a public, non-profit corporation that serves as a business arm between industry and the John D. Odegard School of Aerospace Sciences at the University of North Dakota, has acquired the ASCENT® Full Flight Trainer™ for their Canadair Regional Jet (CRJ) training program. The order is initially for one FTD, a Bombardier Canadair RJ, to be delivered in 2002 and installed at Grand Forks. The contract makes provision for a qualification as an FAA Flight Training Device (FTD) Level 6.

The FTD will also be complemented with a combination of the Aerosim FMST - Flight Management System Trainer - and VFD - Virtual Flight Deck - integrated

within a CRJ type specific environment. This comprehensive package of training hardware and software will allow UND Aerospace to offer their students a program to transition to jet courses as well as 65% of initial Type-Rating.

With such an acquisition, UND Aerospace clearly indicates its willingness to strengthen its position as a leading training center for pilots and co-pilots as crews transitioning into airline work. In addition students considering careers as pilots will be further attracted by this novel training tool providing them with a strong advantage when looking for a job.

The ASCENT - Full Flight Trainer™, the Aerosim FMST and VFD™ are key elements offered by the AerosimMechtronix ITA™ (Integrated Training Architec-

ture™), already implemented by organizations like Air Canada, FlightSafety and the Schreiner Aviation Group. The Aerosim-Mechtronix Integrated Training Architecture™ is based on portable simulation objects based on aircraft manufacturer data.

This is a family of Type-Rating Training dedicated products that range from Flight Training Devices, Aircraft Maintenance Trainers, Flight Deck Systems Trainers, FMS/Autopilot Trainers to interactive CBT.

2001 Events Calendar

September 16, Sunday

Turtle Lake

Fly-in Breakfast

7:30 a.m. - 1:30 p.m.

Contact:

Ray Herr, 701-448-2253

March 2-5, 2002

Upper Midwest

Aviation Symposium

Radisson Inn, Bismarck

Contact:

Roger Pfeiffer, 701-328-9650

Send your events to:

NDAQ Events; P.O. Box 5020, Bismarck, ND 58502

or Email to: aniemyer@btinet.net

Events Calendar sponsored by Kadrmas, Lee & Jackson

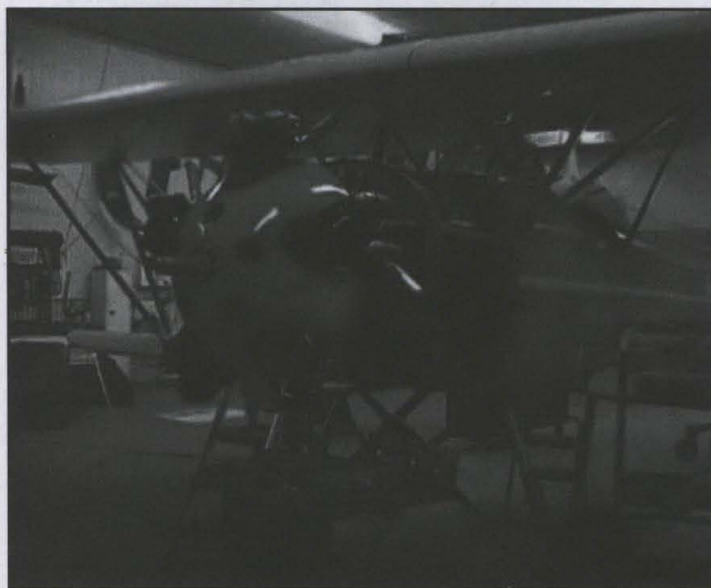


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Summer aviation activities don't all involve fly-ins. This Classic Biplane is coming together fast. Expect to see her soon!

North Dakota Sport Aviation Association

By Darrel Pittman

Well, it's that time again when you open your e-mail, and sure enough there's that deadline notice for the *Quarterly* article.

Chapter Reports:

Fargo: The FAR area chapter is well on the way to setting a Young Eagle record this year. The reports I get from Bob Miller indicate that the participants show up in spite of the WX. Great job gang, keep up the good work!

Bismarck/Mandan & Minot: These two chapters continue to have fun together. The second annual "Red Ewing Fly-in" at Garrison was a tremendous success. Airplanes came from all over the state. Breakfast was served by the Garrison city fire department. Eighteen pilots participated in the Fun-Run from Garri-

son to Mandan, where supper was served. Intermediate stops were Turtle Lake, Hazen and Center. Hopefully next year even more will come.

Fly-Ins:

The Beulah fly-in breakfast was cancelled, reason unknown at this time.

Hillsboro had a successful fly-in, and they flew a large group of young people also. Keep up the good work Larry/Randy.

Minot AFB civilian fly-in was considered a success when compared to the previous year's attendance, and the WX. Seven airplanes flew in including Hank Reichert and his P-51. The AFB had a great display of weapons and every one got to sit in the cockpit of the B-52. Plus, they

toured the helicopter facility. The radar approach control was the big hit of the day (I didn't coach them on what to ask). The base is making plans to do it again next year.

Wright Flyer Project:

Objective: Build two Wright Flyer Aircraft replicas. The Dakota Territory Air Museum in Minot and the Fargo Aviation Museum will each have one on display. The displays are to commemorate the 100-year celebration of the Wright Brothers 1903 first flight at Kitty Hawk, North Carolina.

Goals: Projects to be completed by volunteers from interested aviation groups. Public participation is welcome. Wright Flyer replicas are to be fabricated, assembled and ready for dis-

play and commemoration by or before the summer of 2003.

Current Status: The project was broken down into 14 component areas to simplify work team assignments. We've had great volunteer response. There are only 3 minor component areas not assigned. Our volunteers are from the EAA chapters in Bismarck/Mandan, Minot, Fargo, Fargo museum and Minot museum. We also have volunteers from Detroit Lakes, Fergus Falls, MN and Watertown, SD. The North Dakota Aviation Council (NDAC) has granted \$500 to help with the project. Anyone interested in helping with this project can contact Marlin Galde (701-6426427), project coordinator, Darrel Pittman (701-852-2346) or any member of the Aviation Council. If you have aviation information you want publicized in future *Quarterly* articles, please get it to me at the phone number above or email to atcpn@prodigy.net. That's all for now, hope to see you at some fly-ins this summer. **CLEARED FOR TAKE-OFF**, oops I did it again. Happy flyin!

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North Dakota Flying Farmers

The weather was beautiful in the Fullerton, ND area for a Flying Farmer Fly-in by IFF Queen Marilyn and Jerome Arneson and Region 5 Director Ardith Zimbleman and husband Don, July 14th and 15th. Some flew in on Friday. Guests stayed at the Hay Lodge, the Carroll House at Fullerton and the Zimbleman farm. About 40 arrived in time to tour the Jackson Manufacturing Company, Edgeley, ND, where ultralites are built and sold. From there they stopped at the Toy Farmer Museum east of LaMoure. Early Sunday, Carl Swanson, Hugo, MN, demonstrated his Parasail.

81 Flying Farmers and friends attended the IFF Queen's Day dinner at the Hay Lodge on Sunday at noon. There were members from OK, KS, NE, CO, WI, MN, ND and SD. IFF President Willis Wollmann, KS, Vice Pres. Darrell Lemons, CO and Duchess Delia Jenkinson, KS were among the guests.



Boeing F-18's like this U.S. Navy bird, joined with those from Canada, and with many other flying and static displays on Saturday, Aug. 25 in Jamestown for "AirGanza 2001". Visitors were thrilled and the crowds enjoyed the action-packed event.

UMAS 2002

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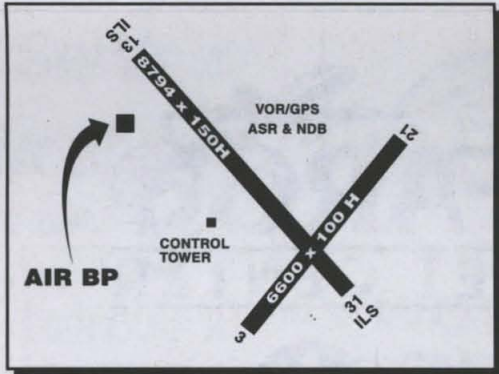
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Keith Schonert owns and flies this classic Republic Aircraft Sea Bee Amphibian over North Dakota's amber waves of grain this summer. Keith is owner and operator of West Fargo Aviation and gases the plane there.



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AAND News

By Bill Towle,
President AAND

It sure seemed like we had yet another successful Airport Symposium. The AAND set a new record for attendance during a panel discussion moderated by, who else, Gary Ness! I hope fun was had by all and that you were able to catch up with old friends and maybe make some new ones.

I would like to thank all those that were involved in making this happen: to Shawn Dobberstein and the staff from Fargo, Jim Lawler and Tim Thorsen on the planning side, to Steve Synhorst from Ultieg Engineers for his presentation on "Airport Project Quality", to Rick Ennen from Kadrmas Lee & Jackson for his insight on airport zoning, to Sheri Lares, also from Kadrmas Lee & Jackson, for her talk on different environmental issues, to Phil Petersen, who we were able to get last minute on runway incursions, to Gary Ness and Mark Holzer for the latest on state legislative issues and grant planning, to Brian Schuck from our local Airport District Office in Bismarck for his rendition of "How much money is there?", to the office of Jeri Alles in Des Plains, IL, for allocating a speaker to talk about different issues in the Great Lakes Region, to Jeri Rodreges for briefing us on the economic impacts of aviation in the state of North Dakota, and to attorney Charlie Whitman and Human Resource Director Chuck Klein, both from Bismarck, for enlightening us on the dangers of hiring the wrong person. A special thanks goes out to Steve Johnson for his time and efforts put forth these past two years as the President of AAND, as well as for

the numerous segments he moderated for the Symposium. Thank you.

There has also been a changing of the guard for the next year. Bill Towle (Dickinson) was elected president, Kenny Koehn (Devils Lake) vice-president, Jim Lawler (Mandan) 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 (Bismarck) District 5 rep. Jim Lawler and Tim Thorsen were chosen AAND representatives to the Aviation Council again this year.

We have a pretty good representation in the AAND from most of the airports in North Dakota: 65 out of 92. Let's work on the other 27 to

try and get 100% participation. We also have 17 associate members in AAND comprising different businesses associated with aviation. For those of you who were unable to attend the AAND meeting at the beginning of the Symposium, Shawn Dobberstein (Fargo) offered the use of his airport's Saab friction testing vehicle to any airport that would like to know what the actual numbers are on this highly sophisticated vehicle in comparison to the method used at your airport.

Again for this year, dues are set at \$200 per year for the "big four", \$100 per year for the "small four", and \$25 per year for all remaining ND airports and \$50 per year for associate members made up of consultants and others.

I hope everybody has a great year and can benefit

from the first full year of the latest reauthorization bill, AIR-21. I am excited to fill the role of President of AAND and look forward to working with all of you regarding airport issues. There's nothing like an airport for bringing you down to earth. (This article was inadvertently omitted in the last issue. The Quarterly regrets the error.)

Basic Flying Rules...

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.



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UND's Odegard School Acquires Two Frasca Flight Training Devices

The John D. Odegard School of Aerospace Sciences at the University of North Dakota, after extensive evaluation of available products on the market, has placed an order for two new Frasca Piper Seminole Flight Training Devices (FTD's). The \$300,000 Seminole FTD's are modeled after new Piper Seminole aircraft and include a Garmin Avionics Package with dual Garmin 430 GPS. They will also feature a FVS-200TX visual system with 3-channel projected display. The initial order, scheduled to arrive in December, is for two units with an option for a third.

"The purchase of these simulators is a further indication of the Odegard

School's commitment to being the premier collegiate flight training school in the world," said Dr. Bruce Smith, Dean of the Odegard School. "Frasca's new generation simulators are state-of-the-art and have the capability to provide our students with a better real-world training environment."

Frasca International, based in Urbana, Illinois, was founded to 1958 by Rudy Frasca and has delivered over 1700 devices in some 70 countries worldwide. Frasca International offers a comprehensive range of fixed-wing and rotary-wing simulators, ranging from entry-level generic training devices to type-specific FTD's and full flight

simulators for general aviation, business, and transport aircraft types. With such a wide product range, Frasca is known worldwide as the "Comprehensive Source for Flight Simulation."

"We're proud to have been chosen to provide the Seminole FTDs to UND," said John Frasca, Vice President of Frasca International, Inc. "After delivering four Warrior FTDs to UND last year, along with dozens of devices over the years, this contract shows UND's confidence in our stability as a company and our ability to provide the best quality devices - on schedule and within budget. We're looking forward to working with UND for years to come."

More Humor

— It only takes two things to fly: airspeed and money.

— New FAA motto: We're not happy, till you're not happy.

— A copilot is a knothed until he spots opposite direction traffic at 12 o'clock, after which he's a goof-off for not seeing it sooner.

— Without ammunition the USAF would be just another expensive flying club.

— If something hasn't broken on your helicopter, it's about to.

— I give that landing a 9... on the Richter scale.

— Unknown Landing Signal Officer to a Naval Aviator after his 6th unsuccessful carrier landing: "You've got to land here son, this is where the food is."

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And the Winner is... Photo Caption #9

Our picture of a fearless aviator ready and willing to climb into thin air brought some great responses this time. Without further ado, here are the best ones:

First Place: *Maurice Cook, Bismarck:* "Is this stealthy, or what?!"

Second Place: *Bill Grinde, LaCrescent, MN:* "No one was sure exactly what needed to be serviced on Wonder Woman's Invisible Jet, let alone where she parked it, but we had our suspicions."



Third Place: *Casey Stoudt, Jamestown, ND:* "That must be why they call it a Phantom!"

Honorable Mention: *Anonymous (tied):* "Only the Air Force could and would lose a stealth bomber!" and "Seconds later, Dave resolved to do a bit more thorough preflight in the future."

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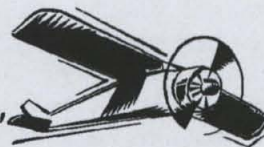


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Photo Caption #10 You have to wonder if this crew used to be Ag Applicators! Send your caption into:
Photo Caption #11, NDAQ, P.O. Box 5020, Bismarck, ND 58502

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