AVIATION AUTOMATED WEATHER OBSERVATION (AV-AWOS) SYSTEM TO BE TESTED BY FAA

A automated weather reporting system using a series of automatic sensors that will collect weather information, including cloud height, visibility, temperature, dew point, wind direction and speed, precipitation and barometric pressure 24 hours per day is to be tested by FAA for a 4 month period. Readings from the sensors will be fed into a computer that will transfer the data into a weather report. The digitized information will then trigger a voice capability in the computer, which can broadcast directly to pilots in the air or through telephone lines without human intervention. The computerized weather reports will also be available on cathode ray tube display at the local flight service stations and Norfolk tower at Patrick Henry International Airport, Newport, Va., where the test is to be conducted.

Part 135 operations could be adversely affected in the future because a proposed Part 135 revision, which if adopted, would require that weather observations made and furnished to a pilot operating under IFR conditions must actually be taken at that airport instead of at some point near that airport.

EXTENSION OF COMMENT TIME ON PART 135 PROPOSAL SOUGHT

The National Air Transportation Association has petitioned the FAA to extend the closing time for comments on the sweeping revisions of Part 135 from November 28, 1977 to February 28, 1978.

NATA is also unhappy about the way FAA handled the review of the proposal and cited FAA's big hearing in Denver last November, in which many changes were suggested by operators and which were almost totally ignored.

NATA Board Director, Jack Daniels of Williston, N.D., complained bitterly about the fact that many operators spent their own time and money to attend the Denver meeting to lay their cards on the table, so to speak, but never got to see any of FAA's.

He concurred with what NATA President Larry Burian said in a letter to Langhorne Bond, FAA Chief, wherein because of FAA's apparent callous indifference in this matter, FAA's credibility has eroded sharply and will continue to do so unless a sincere effort is made to be more responsive to user groups in future meetings of this nature.

Daniels said that although he asked FAA repeatedly, as to what the rationale and background of thinking was on the proposals, also as to or whose instigation they were rewritten, he said he never once received an answer. He further stated that the North Dakota Aviation Association was behind President Burian in requesting the extension.

FAA TO SUPPLY EDUCATORS WITH TEACHING AIDS

The Rocky Mountain Region of FAA has been selected as one of two Regions to supply educators with materials on aviation education to be used from the elementary level up through university level.

Counselors, faculty and students can also request the material, although it is not unusual for students are not eligible for all of the material. Anyone interested, will have to write for Form 1250-1, which is the list-

REMEMBER - OCTOBER 1st is the deadline for filing N.D. aviation gas
tax refund.

NO, NO you did not miss any of this year's issues of the N.D. Aviation Newsletter. It just wasn't written or printed because of the press of other duties.
STARLINE ACTIONS EQUIPPED IN KINSALE

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The 37th of October has been regarded as a watershed date. The 1st of October, being the end of a year, is a natural point at which to take inventory and make the appropriate moves to prepare for the coming year. This year, we have been awarded another title, and the title being

ASSOCIATION AIR KEEP THE 37TH OF OCTOBER - 991 IF NEEDED

UNIVERSITY OF MOTHER NATION TO HOST 37TH NATIONAL INTERACTIVATION PLANNING

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Recently, Mr. Martin Aarthun, the director of SASP, made a mailing to all airport authorities and to municipal airports (some could have been missed) within the state outlining the procedures and supplying forms or file application for this "Eligibility for Federal Surplus Personal Property Program". It is necessary that these forms be completed and filed with SASP and an authorization and card on file which names the person or persons that the airport or authority has authorized to sign for and receive property and will be held accountable.

Under §3 of the instruction (Public Agencies) Airport Authorities and Municipal Airports need not include proof that they are a public agency, according to an interpretation received from Mr. Aarthun, the director.

**AERONAUTICS COMMISSION/FAA DONATION PROGRAM TO CONTINUE**

Even though as indicated in the previous article, airports are eligible under SASP for surplus personal property, the Aeronautics Commission under its joint FAA donation program, will continue to operate. During the previous few years, the Old West Regional Commission Excess Property Division under Robert Olson, did a commendable job in securing property for the cities and counties of the State, but as of the 15th of September, has closed that program. Mr. Olson stated to the Newsletter, that of $12.2 million dollars of property secured, most or 73% came from outside the state. The N.D. Aeronautics Commission intends to move into this gap created by the discontinuance of the Old West Surplus Program as much as commission personnel will allow, in securing property for airports.

Even though a large amount of property is still available for donation, a new method of disposing of equipment by the government has reduced it quite significantly. The procedure is called "commodity exchange" and is as follows. If a Federal Agency wishes to dispose of a piece of equipment, they put a value on the article and it then is listed as available to any other Federal Agency upon a payment of the price and a lateral transfer is made.

If no other Federal agency request the property, it is then offered for sealed bid sale to the public. Under the foregoing method, the Aeronautics Commission has been instrumental in assisting various airports and airport authorities to the opportunity to bid on select equipment, such as large snow blowers, motor graders, etc. Let the Aeronautics Commission know if interested in this method of securing property.

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**AIRCRAFT GROUND HEATERS**

In a telephone conversation with Mr. Paul Sigurdson, President of Aerotech Corp. of Winnipeg on the 15th of September, the N.D. Aeronautics Commission was assured by Mr. Sigurdson that deliveries of the long awaited aircraft ground heaters would start in ten days and be completed within 15 days to all designated airports within the State.

Mr. Sigurdson gave as a reason for the delay, the firms move to a larger plant. He also stated that his firm had made large purchases of heaters for Alaska, Europe and California and that they have ample heaters to fill the commitment.

He further stated that if any problems arise with the heaters after delivery, to call the plant and let them know, the number is 204-786-8818.

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**WAY-POINT AVIONICS INC. CERTIFIED REPAIR STATION**

Larry Buller, a native of the Arena-Wing, N.D. area, opened a new avionics certified repair station No. B-04-14 on the Mandal Municipal Airport last fall.

The new shop has been a success, in that it has ample room in the shop itself 1,000 sq. ft., and additional hangar area adjacent to it that can accommodate larger twins.

The shop, according to Buller, can do 1st and 2nd class work, also 3rd class work limited to transponder, DME and instrument limited to Edo-Aire Auto pilot. He has the latest modern test equipment and harnesses to bench test. The shop is offering Sales and Service for King, Narco, Bendix, Edo-Aire and others. They also are the only authorized Edo-Aire Auto-Pilot shop in North and South Dakota.

Larry is a Vietnam Veteran having spent 3 years in the army as a helicopter crew chief. After his service, he worked for Aero Comm. Systems, St. Petersburg, Florida where he picked up experience on avionics, servicing and installation on helicopters, twins and jets.

Larry himself holds a private pilot license, also an A&P ticket as well as a PTC second class radio-telephone license. He and his wife, Linda and young son, Timothy, of six months, live on Rt. 2, Box 15, Mandal. He says the coffee pot is always on and he invites all to stop in and have a cup anytime and shop for prices or to have work done.
you need, by all means, use this remote.

you have experienced knowledge and skills, this article is designed to help you understand the concept of a place of employment.

the concept of employment is often misunderstood and can be confusing. however, when you see the big picture, it becomes much easier to understand.

there are many factors to consider when deciding on an employment opportunity. the most important factors include:

- the location
- the size of the company
- the type of industry
- the salary
- the benefits
- the work environment
- the company culture

by understanding these factors, you can make an informed decision about your employment opportunities. 
General aviation pilots today have learned to be wary of the wake turbulence hazard from jet aircraft in the sky, but apparently there are many who still do not realize how easily those big jets can also flip you over on the ground, even when they are only idling or starting up.

Today's Boeing 747 generates a takeoff thrust of about 180,000 pounds—roughly equivalent to the thrust of the Delta rocket which is used to launch communications satellites into outer space. At a distance of 1600 ft. behind the jet, the exhaust velocities are over 50 mph.

The most serious problem to small aircraft is not on takeoff but rather when the jet is on the ramp idling or using breakaway thrust to start the aircraft moving to taxi. At a distance of 75 feet from the rear of a Boeing 727 at IDLE POWER, the exhaust velocity is 45 MPH. When this same B-727 comes in with breakaway thrust to begin taxiing, the exhaust velocity increases to 80 MPH at a distance of 75 feet.

POINT: Avoid taxiing behind a jet if its engines are running. If in doubt about engine operation, ask ground control. A two minute investment waiting for a jet to clear the ramp can earn big dividends.

* - From GADO #4 Newsletter

REMEMBERING WITH NWA*

Carl F. Luethi, retired captain, remembers winters in North Dakota.

"We never will forget servicing and starting the old Hamiltons from a Bismarck nose hangar in subzero weather, or landing near the snow line between Fargo and Pembina to install or remove ski equipment as winter advanced or receded over the northern prairies," Luethi said.

Summer weather, too, was recalled. Martin Knox, retired mechanic, still perspired thinking of record heat in July, 1936, his first year with NWA. On July 14, the temperature was 108 degrees and 130 was not uncommon in an airplane on the ramp.

"What about the temperature in the little radio-instrument shop hung from the girder up under the roof of the hangar?" Knox asked. "The thermometer read 111 degrees a day. You knew it was hot, especially after carrying a 50 pound radio unit up the narrow metal stairs."

Weather on the West End figured in the recollections of B.F. Ritchie, retired captain, as well as an unusual delay in the departure of the first Tri-Motor flight east out of Seattle.

"The departure was at 4 a.m. to permit flights to reach the airway beacon, which extended only as far west as Bismarck, by nightfall," Ritchie said.

Fog hampered departures so the captain suggested placing railroad flares down the runway, to provide directional reference during the take off roll.

"When we passed the third flare, instrument flight began and the east-bound mail was on its way," Ritchie said. "The first flight however, was late in departing. The crew chief who placed the flares, became lost because of the dense fog and it took him 40 minutes to get back to the radio room."

"After that, a rope was tied to the fence for him to follow back to the radio room, where he could give us the all-clear," Ritchie said.

"There is more red tape today, but less rope."

George Benson, flight dispatch, Minneapolis, said NWA'ers were rugged people in the early 1930s. "Importantly, we carried Colt 38-caliber pistols required by the company," Benson said, "most of us though, had them firmly riveted into the holster as soon as we became tired of picking them up off the ground each time we bent over to pick up a sack of mail."

* - Taken from the Minnesota Flyer.

**FLIGHT WATCH (WEATHER) ON 122.0 MHz**

As you have probably noticed, if you have purchased a sectional chart recently, some of the FSS information boxes have had the two upper corners blotted out diagonally. This is to convey to the pilot the information, that, that particular FSS has the frequency of 122.0 available for weather flight watch. Flight watch is manned by FSS specialists with access to weather radar from NOAA. Remember this a 2 way street, so don't hesitate to give them some feedback on any weather you have come across or through.

**FALL WEATHER**

North Dakota pilots have come through one of the longest periods of exceptionally good VFR weather for flying in the memory of many pilots. Fall now being upon us, will soon change this pattern with its numerous Colorado and Wyoming lows marching from NW to SE and the associated bad weather here in Dakota. Don't let summer complacency, if guilty, lull you into not checking weather thoroughly. Remember a small temperature and dew point spread coupled with early darkness and lowering temperatures, can spell bad trouble. Spend a little more time for a good briefing and always plan a course of action for a retreat or other alternate.