ALTERNATE ROUTE AND FLIGHTS RELIEVE BOTTLENECK OF E-W PASSENGER MOVEMENT

North Central Airlines' new east-west air service in North Dakota, during its first three months since start-up on May 8th, has boarded a total of 29,300 passengers at Bismarck and Fargo combined, according to Harold G. Vavra, Director of the State Aeronautics Commission. The airline averaged a 96 per cent passenger load factor after the aircraft departed Fargo to Minneapolis and beyond.

North Central Airlines' passenger boardings on its jet service was divided, with Bismarck boarding 10,800 and Fargo 18,500 passengers during the first three months.

Northwest Airlines, during a similar three-month period last year, boarded 56,000 passengers at both Bismarck and Fargo. The figures that North Central's new service alone has replaced about 52 per cent of Northwest Airlines' passenger boardings at these two cities, without accounting for air travel growth, which is very strong this year in the United States. If market growth is considered, then North Central's jet service has replaced about 45 per cent of expected air travel this year at Bismarck and Fargo.

Frontier Airlines, at both Bismarck and Fargo, has picked up a substantial number of former Northwest Airlines passengers for Seattle, Portland, Oregon and Spokane, Washington, by flying them to Denver, with connections there with other airlines to their destinations.

North Central Airlines' prop-jet service at Bismarck has carried a number of overflow passengers to Minneapolis via connections in Aberdeen and Sioux Falls, South Dakota, when seats are not available on the airline's direct jet service to the Twin Cities.

MOUNTRAIL COUNTY 2-MILL AIRPORT AID HISTORIC FIRST

The Municipal Airport Authorities of New Town, Parshall, Plaza, Stanley and the County Commissioners of Mountrail made an important milestone in airport financing, when with complete agreement to all, a 2-mill levy was placed on the Mountrail County tax rolls. The levy is to be carried for 2 years. While having a tax levy spread over the entire county is not entirely new, Ramsey County was first, then followed by Williams County. The fact that the monies are to be distributed among four airport authorities, instead of for the benefit of only one airport, is quite different.

It was recommended by the North Dakota Aeronautics Commission that each Municipal Airport Authority for each respective city, share the total amount of tax dollars produced by a county airport tax in direct proportion to the taxable valuation of each city with an airport, shall bear to the total valuation of all municipalities operating public airports in Mountrail County.

Another County that has evidenced interest in aid to airports is McIntosh County.

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS TO MEET IN INDIANAPOLIS

The Indiana Aeronautics Commission will host a 5-day convention of NASAO (National Association of State Aviation Officials) in Indianapolis, Indiana September 25th through the 29th. September 25th will be devoted to a Board of Directors meeting.

NASAO as the name implies represents State Aeronautics Commissions and other similar state agencies of the 50 states in Washington on matters relating to aviation. The Association has headquarters in Washington. Joe Mason was recently appointed Executive Vice President of the group and Harold G. Vavra is past president of the organization.
acres of land will be in the neighborhood of $1,000,000. Target date for bid opening will be this fall and with completion of the project during the 1979 construction season.

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ELLENDALE FLY-IN - DRIVE-IN SUNDAY, AUGUST 20th

A fly-in, drive-in Pancake & Sausage breakfast will be served to all at the Ellendale Airport, Ellendale, N.D. from 8:00 a.m. to 1:00 p.m. on Sunday, August 20th.

While the breakfast serving is going on, both helicopter and fixed wing aircraft will be on hand to give rides to the public.

The airport will be closed at 2:00 p.m. for the Airshow, which will include a National Guard fly-over and sail plane demonstration, as well as the usual acrobatics. New aircraft will also be on display during the event.

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N.D. FLYING FARMERS ASSOCIATION ANNUAL CONVENTION COMING UP

The 1978 Flying Farmers Association annual convention will be held on September 29th thru October 1, 1978 at the Ramada Inn Motel in Grand Forks, N.D., according to President Alfred Dahl, Cogswell, N.D.

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AIRPORT AUTHORITIES

Kindred: The City Council of Kindred is considering the formation of an Airport Authority according to Robert Odegaard, the fixed base operator on the present field. The only runway at Kindred is obstructed by 80' poles on the south end that light up a football field, and one of the first order of business will be the reorientation of the N-S runway and land purchase.

Casselton: A meeting is to be held at Casselton on the 17th of August to discuss the forming of an airport authority at Casselton. Vernon Balzer, Assistant Director of the Aeronautics Commission, will be meeting with members of the City Council to explain the functions of an Authority and steps on how to form one.

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N.D. AERIAL APPLICATOR NOW PRESIDENT OF NATIONAL AGRICULTURAL AVIATION ASSOCIATION

Alfred Dahl of Cogswell, a past president of the N.D. Aviation Association (NDAA) is presently President of the National Agricultural Aviation Association (NAAA). Big Al also heads the N.D. Flying Farmers this year. He is still a member of the Board of Directors of the N.D. Aviation Association, as well as his son, Larry Dahl, who is a past president of the N.D. Aviation Association also. In the June issue of World Agricultural Aviation (WAA), the official publication of the NAAA, Dahl in a very well written article, stressed the importance of a new type of control program for crop pests and of good communication between applicators and customers, so as not to result in misunderstandings.

Darrol Schroeder, North Dakota's flying general (he is an actual General in the N.D. Air Guard) was commended in the same issue for being such an active recruiter for members in the National Association.

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ALFRED PIETSCHE, MINOT FBO TO TRAIN LIBYAN PILOTS

Alfred Pietsch, President and owner of Pietsch Flying Service, Inc. of Minot, N.D. has entered into a contract with the Libyan government Agricultural Department, to train a minimum of 20 Libyan pilots. The five (5) year program calls for each pilot to receive a commercial pilot license with single and multi engine ratings, also a instrument and instructor rating.

Pietsch himself is to be in a managerial position on a large scale aerial application program for the Libyan Government for short periods of that time. Plans call for him to use his expertise in the aerial application field to supervise other pilots, mostly American in the first phase. Work consisting of aerial seeding, fertilizing and both herbicide and insecticide applications will be done on 500,000 acres. Most of the acreage is on the Mediterranean Sea near Tripoli and Benghazi, while some is in the Sahara Desert.

Pietsch emphasizes that he will not be moving to Libya and will be there off and on for small periods of time. A young Libyan pilot, Omar Salam, is presently undergoing training in Minot and he will become the chief interpreter. The project will utilize an assortment of 50 ag aircraft plus support equipment. Language Arabic, size 679,356 sq. mi., twice the size of Texas, population 2,300,000 and Moslem Religion.
CONFERENCE OF THE NATIONAL ASSOCIATION OF STATE AVIATION \n
OPEN HOUSE:

The reasons stated:

1. The proposed 500-acre airport at Hector, 71-74, for which the necessary legislative action has been rejected, will not be successful, and a renewed proposal will not make the necessary provisions. The proposed state legislation, if adopted, would benefit the New York Regional Airport Commission.

8. Therefore, the proposal of the New York Regional Airport Commission, as amended, is hereby adopted.

7. That the city of New York, as amended, be approved by the state of New York.

AIR AMENDMENTS ENTER PROPOSAL DURATION PER PAA

N. D. AVIATION GASOLINE AND THE FINANCE PLAN: DETERMINATION OF GRANTS:

The National Aeronautics and Space Administration will be responsible for the design and construction of the airport, the cost of which will be covered by the National Aeronautics and Space Administration.

John Woman, age 49, who was previously the executive vice president of the National Association of State Aviation

FORMER EXECUTIVE VICE PRESIDENT OF NATIONAL ASSOCIATION OF STATE AVIATION
The Grand Forks Flight Service Station is happy to announce that ENROUTE FLIGHT WATCH SERVICE (EFWS) will soon be available to pilots over practically the whole state of North Dakota. Our communications outlets at Grand Forks, Jamestown and Minot have been in operation since October 1976. With the commissioning of the Dickinson outlet, July of this year; we will have very broad coverage on 122.0 MHz over the entire state.

Our outlets complement those outlets in adjoining states which also operate on 122.0 MHz. For those of you not yet familiar with the Enroute Flight Watch Service Program, here is a brief outline:

The service was specifically designed to provide the enroute pilot with timely weather information pertinent to the intended type of flight, route of flight, and altitude. The service is provided for any intended route and destination.

The program is nationwide in scope and scheduled for completion this year. All sites and stations referred to in this letter are now operational. When the program is completed, with few exceptions, you will be able to fly coast-to-coast and keep continually updated on flight conditions by talking to Flight Watch.

The Flight Watch Specialists have quick access to the National Weather Service, control centers, and control towers so that they may rapidly obtain specialized weather data critical to your flight. They also have direct access to computer-stored weather information and can retrieve any available weather reports or forecasts for you immediately. Weather radar is synched so that it will synchronize with this year’s version.

The service is always provided on 122.0 MHz from outlets located at strategic sites throughout the country and remoted to a Flight Service Station. Sites are located so that communications are possible if the aircraft is within 80 miles of the site and at least 5,000 feet A.G.L. Your position, altitude, and the surrounding terrain determine the final contact range.

The service is not intended to be used for opening, closing, or filing flight plans nor to obtain a preflight briefing. You should continue to use your local Flight Service Station for these important services.

Enroute Flight Advisory Service (EFAS) is available to everyone whether private, commercial, military, high or low altitude. To benefit from the service, simply call "Grand Forks Flight Watch" or just FLIGHT WATCH and give the aircraft position on 122.0 MHz. This service is available from 6 a.m. to 10 p.m. seven days a week and pilot participation is essential to the success of the Enroute Flight Advisory Service Program. Through a continuous exchange of weather information between pilots in flight (PIREPS) and Flight Watch Specialists on the ground, we hope to provide you with the most up-to-date data possible. Pilots are encouraged to report weather encountered in flight to the nearest Flight Watch facility or Flight Service Station.

A more complete description of this service accompanies this year's Aeronautical Information Manual. We welcome your comments and suggestions regarding this very worthwhile program.

You are cordially invited and encouraged to visit our facility to observe the Flight Watch operation, talk to the Specialists, and see what we have to offer toward making your flight more pleasant and safe.

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NOTICE - BISMARCK AIRPORT CLOSED SEPTEMBER 5 TO SEPTEMBER 9, 1978
FOR RUNWAY 13-31 SEAL COATING - EXCEPTION INDICATED

Relative to a "notice of construction" distributed May, 1978 to air carriers, fixed base operators and general aviation, regarding construction of an extension of runway and taxiway (1900 feet) to the approach end of Runway 31; the construction is progressing on schedule which will necessitate the closing of both runways for 4 days to apply the seal coat on all of Runway 13-31, including the extension.

The seal and chips will be laid down in continuous 8800 foot runs 12 feet wide so there will be no lateral seams. This procedure will restrict the use of Runway 17-35 and 02-20 to all aircraft as both runways intersect Runway 13-31.

The service "A" may be used (pilots discretion) for general aviation aircraft for landings and takeoffs for daylight operation. Taxiway "A" is 4000 feet in usable length and 75 feet in width. Taxiway "B" may be used during night time hours at pilots discretion and request in emergencies. According to GADO, aircraft operating under Part 135 cannot use for night operations.

The Bismarck Airport will be officially closed as of 7:00 a.m. September 5, 1978 and opened at 6:00 a.m. September 9, 1978, subject to weather which could delay the opening date.

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Changes considered by FAA to Air Traffic Rules and put out by FAA as Advanced Notice of Proposed Rule Making later this fall, will be: (a) Raising the tops of TCA from the usual 7,000 to 12,500 ft., (b) Lowering the floor of positive control airspace to 12,500 from 14,000 ft., (c) Controlling VFR operations between 12,500 and 18,000 ft.

FAA originally proposed 63 TCA's but apparently due to the overwhelming objections, the program has commissioned only 21 so far.

In December of 1977, William Flener, FAA Associate Administrator for Air Traffic and Airway Facilities in a report stated that the preceding November was the worst month for air traffic delays in the US since 1969. He said that there were 4,655 air carrier delays during the month of which 69 percent were due to weather problems.

Armed with the foregoing statistics, the rational that restricts airspace in clear weather by creating more controlled airspace and its accompanying traffic control is hard to fathom as a solution to reducing air carrier delays.

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SKINNINGSRUD AIRPORT FLY-IN, CARPTO - AUGUST 19TH AND 20TH

Saturday, August 19th and Sunday the 20th will be a Fly-in fun deal at the Skinningsrud Airport 280° - 20 DME from Minot VORTAC. This is billed as a fun, no time set, get together with a Steak fry Saturday night and lots of flying, plus a camp out for sleeping bags under the wing to Mobile homes.

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GRAND FORKS AIR FORCE BASE FLY-IN

Pilots of civilian aircraft planning to land at Grand Forks Air Force Base for the "Friends and Neighbors Day" Open House, August 26, 1978, are advised that Proof of required Insurance must be submitted to Base Operations in advance of landing.

Proof may be in the form of a signed statement by the Pilot/Owner, or a copy of the policy or a completed Air Force Form 203.

Required Insurance is $100,000 each person and $300,000 each accident for bodily injury and $100,000 property damage. This is for aircraft under 12,500 lbs. gross weight.

Send required proof to: FLY-IN BASE OPERATIONS GRAND FORKS AIR FORCE BASE, N.D. 58205

Runway will be open for arrivals from 0700 to 1000 hrs. and for departures at 1700 hours.

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AIRPORT AND AIRWAY TRUST FUND GROWS AND GROWS AND GROWS

According to a Status Report issued by the U.S. Department of Treasury, Washington, the Airport and Airway Trust Fund grew by $60 million in May of 1978, rising from $3.63 billion in April to $3.69 in May.

Perhaps the Administration along with the Office of Management and Budget (OMB) and DOT will yield to pressure and stop opposing more liberal funding of the Airport Development Aid Program out of the fund.

Historically, OMB has maintained that to allot more monies to ADAP was inflationary. OMB also contended that FAA did not need more money, as they seemed to always have trouble getting the money under grant until just before the end of the fiscal year.

This log jam was apparently broken when the National Association of State Aviation Officials met with the proper people of the OMB, FAA, DOT and resolved what was a misunderstanding and operational difference between the agencies. Recently, Robert Aaronson, Associate Administrator for airport programs, talking about non-air carrier airports, said, "Everyone seems to be saying the same thing". What he was referring to was the need for more financial assistance and he continued on that FAA would listen to user groups. An ADAP task force, which has been studying and gathering user comments on the programs, will soon be drafting proposed legislation. The proposal, after study by DOT Secretary Brock Adams and final recommendations and review by DOT, OMB and Carter, will show up on the legislative calendar next spring.

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