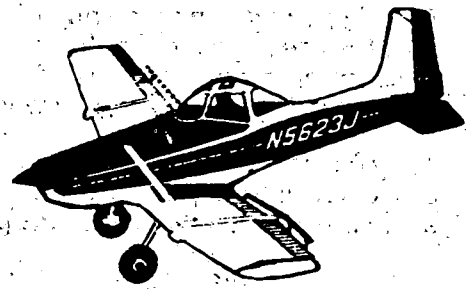


BULK RATE
U.S. POSTAGE
PAID
PERMIT NO. 120
WAHPETON, N.D. 58075

RELATIVE WIND

The Official Publication Of
The North Dakota Aviation
Association And Carrying The
Official News Of The North
Dakota Aeronautics Commission.



Vol. 2 - No. 4

December 1980

Wahpeton, ND 58075

Airport officials and engineers resist closing of Bismarck FAA airport field office

By Harold G. Vavra
Aeronautics Commission

North Dakota airport officials, construction engineers and the Director of the Aeronautics Commission met on November 13 in Bismarck with Carl Bailey, Denver Chief, Appraisal Staff of the Federal Aviation Administration, Rocky Mountain Region to convince the FAA not to close the Bismarck FAA Airport Field Office.

Carl Bailey was assigned by Arthur Varnado, Denver, Director of the FAA Rocky Mountain Region to make an independent management study of both the Bismarck and Helena, Montana FAA Airport Field Offices and to make findings and recommendations as to the fate of these two federal offices. A regional plan to close both offices and move the personnel to Denver FAA has been deferred until Bailey makes his recommendations to the Regional Director.

Carl Bailey stated at the outset of the meeting that the total annual savings in closing the Bismarck FAA Airport Field Office would be about \$12,000 in rent and travel expense, which must be judged against inconvenience to the users of FAA's airport engineering services and the increased cost of providing service from the Denver office.

Harold Vavra, Director of the Aeronautics Commission

presented Bailey with a map showing that Bismarck is 600 air miles from Denver, Fargo 700 miles, Devils Lake 740 miles; Grand Forks 770 miles; Williston 770 miles and Dickinson 700 miles from Denver which places the users of FAA airport engineering services at a great cost and time disadvantage compared with other states in the Rocky Mountain Region. In comparison, the states of Colorado, Utah, and South Dakota are much closer to Denver while North Dakota and Montana are at the end of the pipeline from Denver FAA Regional Headquarters. Vavra said Cheyenne, Wyoming is only 100 air miles from Denver and Salt Lake City, Utah is 350 air miles from Denver, which means that these states are inconvenienced compared to airports in North Dakota in transacting business with FAA airport engineers. The Aeronautics Commission, during its October 28 meeting at Fargo, adopted a resolution supporting the retention of the Bismarck FAA Airport Field Office.

North Dakota Airport Managers present at the meeting from Bismarck, Devils Lake, Dickinson, Fargo, Jamestown, Mandan and Minot objected to the plan to close the airport field office and urged Carl Bailey, Chief of the FAA Appraisal Staff to keep the office open.

The airport managers said

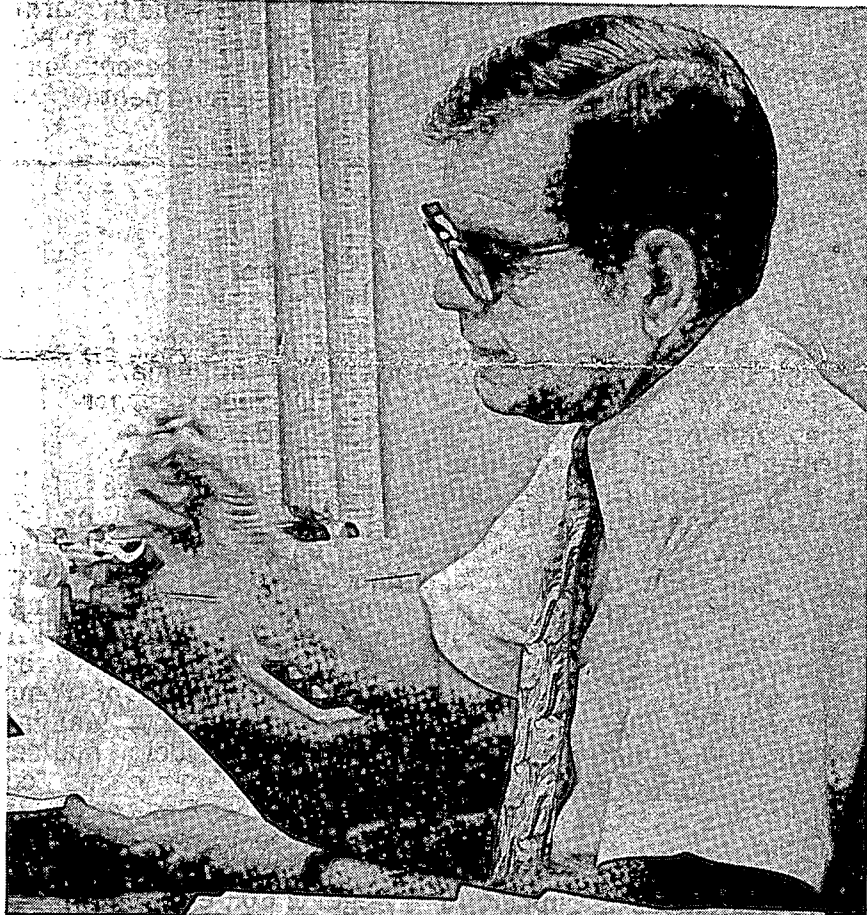
that the Bismarck FAA Airport Field Office was needed to keep the cost of airport projects in the state down. The airport managers also noted that the

Bismarck FAA Airport Office also serves South Dakota airports as well as North Dakota.

Continued on Page 2

John L. Baker, President
Aircraft Owners and Pilots Association

Banquet speaker at NDAA Convention



John L. Baker

John Baker will be the speaker at the Jan. 22 NDAA Banquet in Bismarck at the Holiday Inn.

Baker is president of Aircraft Owners and Pilots Association, the largest aviation organization in the world. AOPA is a service association of more than 250,000 members who own or fly general aviation aircraft.

Baker joined the professional staff of AOPA in January, 1977, after serving three years as an executive with the Air Line Pilots Association. He was elected president in May, 1977.

Although Baker was in civil aviation with the Grumman Aircraft Engineering Corporation, he is probably best known in aviation for three years of service with the Federal Aviation Administration as Assistant Administrator for General Aviation. This FAA position followed assignments in Congressional relations for the

FAA and the Department of Transportation.

An attorney, Baker was a legislative assistant to U.S. Senator Roman Hruska of Nebraska. He also served as minority counsel on the Senate Judiciary Subcommittee and as minority counsel on the Constitutional Rights Subcommittee of the Senate Judiciary Committee.

For two years prior to his Senatorial assignments, Baker was a trial attorney in the U.S. Department of Justice.

From 1948 to 1956, Baker served in the U.S. Air Force as a jet pilot. He studied prelaw at the University of Nebraska and received a Doctor of Jurisprudence from Creighton University Law School.

Baker is currently an active pilot, holding a commercial license with single and multi-engine land and instrument ratings.

NDAA establishes award program

The North Dakota Aviation Association has announced establishment of an award program.

The first awards under this new program will be presented at the NDAA annual convention in Bismarck in January 1981.

The N.D. Aviation Pioneer Award will be presented annually to a person in North Dakota who has been a leader, supporter and booster of the overall aviation industry in this state.

Candidates for this award need not be active in aviation at this time but must have demonstrated leadership and achievement during his or her career.

The second award, the N.D. Aviation Leadership Award will be presented to a person who is a leader in the field of aviation today in the state of North Dakota.

The last award, the N.D. Aviation Association Distinguished Service Award, will be presented annually to a member of NDAA who has served aviation through outstanding membership in NDAA.

Readers of Relative Wind are welcome to submit nominations for these awards to Award Coordinator Patricia J. Estes, Relative Wind, Box 832, Wahpeton, N.D. Nominations must be received by December 15 to be considered.

From Your President

By Bill Beeks, NDAA President

I just returned from the annual convention of the North Dakota Wheat Producers, Inc., in Minot, where I listened to "Friends of the Earth" representative Dave Pechan speak. FOE has not given up on any of its programs to restrict and stop the use of pesticides. They are still trying to get the 1000 foot buffer zone around fields, plus having to obtain permission of the adjoining landowners.

They feel that the chemical companies, scientists and university extension people are all working to hide the dangers of agricultural chemicals from the public.

I do not think that the wheat producers were swayed in any way from their needs for the agricultural chemicals, because both sides did speak. Dr. Alan Dexter spoke on weed control by 2,4-D prior to Mr. Pechan and Steve Kiel of Montana gave a rebuttal.

I feel that even by maintaining our good record of application techniques in an effort to stave off regulatory actions, we are going to have to remain alert to the fact that these are people who have a definite fear of chemicals, and they will continue to press for restrictions or attempt to abolish the use of certain or all agricultural chemicals.

Whenever we are faced with new regulations and laws designed to restrict our operations, we will have to reason with the regulation and lawmakers. FOE and other activist groups opposed to chemicals and spraying cannot be reasoned with. In their minds they are right and we are wrong, and they will accept nothing less than their intended goals.

We now have a good backing from the farmers and the farm organizations. We are not alone in our fight to retain agricultural chemicals and spraying. We cannot become lax; we have to work together to answer charges and petitions to retain workable regulations.

Aeronautics Commission approves state airport aid grants to 19 airports

The North Dakota Aeronautics Commission during its October 28 meeting at Fargo, approved airport-aid grants from state funds for 19 general aviation airports for improvements totaling \$161,997 according to Harold G. Vavra, Director.

Airports receiving state grants were:

1. Beulah - \$16,000 to extend paved runway 500 ft. and lighting;
2. Bowman - \$13,500 for runway, taxiway and apron armor seal (supplemental amount);
3. Carrington - \$19,665 for sealing runway, taxiway and apron and paving enlarged apron and paving taxiway;
4. Edgeley - \$3,519 for resurfacing runway;
5. Enderlin - \$14,000 to complete taxiway and runway paving project;
6. Garrison - \$1,771 for installation of runway lights;
7. Harvey - \$4,750 for lighted wind cone, install well and sewage system;
8. Harvey - \$7,500 for purchase of snow plow, grant subject to operational plan;
9. Kindred - \$10,000 to grade and construct gravel base for new NW-SE runway;

10. Larimore - \$4,005 for runway seal;

11. Leonard - \$3,367 for expanded paved apron and taxiway;

12. Lisbon - \$6,700 to seal runway and taxiway;

13. Mandan - \$20,000 to pave airport road and runway;

14. Napoleon - \$2,500 to paint runway centerline and numerals and install fuel facility;

15. New Rockford - \$3,100 for runway seal project;

16. Oakes - \$20,920 for grading and paving of taxiway, seal runway, taxiway and apron and move hangar to new airport;

17. Pembina - \$7,000 for runway seal;

18. Rugby - \$3,000 for new non-directional radio beacon and radio-controlled lights;

19. Tioga - \$700 for purchase and installation of lighted wind cone.

All of the airport grants were made on a matching basis, wherein the local airport pays for 50 percent of the total cost of the improvement with the State Aeronautics Commission providing 50 percent of the total cost.

The State Aeronautics Commission receives its share of the moneys from a 4 percent user excise tax on the sale of aviation gasoline and jet motor fuel in North Dakota, Vavra said.

From Page One

FAA field office

Bailey defended the Airport Division's decision to close the office, noting a rash of resignations and retirements in the Denver Regional Airport Office since 1977. Bailey said economics and the quality of the services provided local airports will determine whether the office remains open.

Bailey told the group that there are presently 62 FAA airport-aid projects in North and South Dakota; 66 in Montana and Wyoming; 33 in Utah and 60 in Colorado for a total of 221 in the Rocky Mountain Region.

Airport managers present were unanimous in support to retain the Bismarck FAA Airport Field Office including Joe Parmer, Executive Director of the Fargo Municipal Airport Authority; John Middlesworth, Bismarck, Assistant Manager, Bismarck Municipal Airport; Lawrence Knoke, Manager of the Devils Lake Municipal Airport; Dave Halstead, Dickinson, Chairman of the Dickinson Airport Authority and Richard Prchal, Manager of the Dickinson Municipal Airport; Gary Baker, Jamestown, Manager of the Jamestown Municipal Airport and Clinton Petersen, Minot, Manager of the Minot International Airport. Norman Midboe, Finance Manager of the Grand Forks International Airport could not attend, but submitted a letter in support of the Bismarck FAA Airport Office. Jack K. Daniels, Williston, Manager of Sloulin Field International Airport, strongly supported the retention of the Bismarck FAA Office but could not attend

because of an emergency which put him in California.

Engineers Support Retention of Bismarck FAA Airport Office

Representatives present from engineering firms which handle airport design and supervise construction strongly supported the Bismarck FAA Office, included Rolf Herbst, Mandan, President of Toman Engineering Co., Mandan; Harvey Schneider, Mandan, with Toman Engineering; Scott Olson, Ulteig Engineers, Bismarck and Fargo; and Merrill Rivinius, Bismarck, of L.W. Viegel & Co., engineers at Bismarck, Dickinson and Valley City.

Other engineers supporting retention of the Bismarck, FAA Airport Office, who were not present but called in included Frank Orthmeyer, Grand Forks City Engineer and Lloyd Weston, Grand Forks of the firm of Webster, Foster and Weston, engineers at Grand Forks, Minot and Williston.

Rolf Herbst of Toman Engineering, Mandan, said his company works with several federal agencies, but only the FAA has a North Dakota office. With the other federal agencies, he said, delays caused attempting to communicate with the Denver offices often extend projects over more than one construction season. Because of North Dakota's short season, he said, if there are just a few questions that take two or three weeks to answer, "You've shot half of your construction season." Herbst and other engineers

said that increased travel and project costs likely to be created by a shift to Denver probably would offset any savings from closing the Bismarck FAA Airport Office.

The engineers told Bailey that last week's election indicates that people want government "closer to the people. It looks like FAA is trying to go the other way around now." They also said that, if the office is closed, engineers now working for the FAA might decide to quit and stay in North Dakota. Because Ronald Reagan has promised a freeze on all federal hiring when he takes office, they concluded, that could leave the FAA with fewer employees.

Carl Bailey advised the airport managers, engineers and the Director of the Aeronautics Commission that his recommendations to the Director of the Rocky Mountain Region could be expected in about 1½ months or about the end of the 1980 year. Following Bailey's Bismarck meeting, he expects to set up a similar meeting with the Montana Division of Aeronautics at Helena, Montana and with Montana airport managers.

N.D. AERONAUTICS COMMISSION

Director: Harold Vavra, Bismarck, N.D.
Chairman: Nicholas F. Schuster, Fargo, N.D.
Vice-Chairman: Ward Whitman, Robinson, N.D.
Secretary: Jack K. Daniels, Williston, N.D.
Commissioners: Alfred C. Pietsch, Minot, N.D., John D. Odegard, Grand Forks, N.D.

Place your ads in Relative Wind

To place an ad in Relative Wind, contact Richard Estes at 701-642-1501 or write to him at Prairie West Publications, Box 832, Wahpeton, N.D. 58075.

RELATIVE WIND

Official magazine of the ND Aviation Association. Published monthly for its members and others in the ND Aviation industry; carrying the official news of the ND Aeronautics Commission.

CO-PUBLISHERS

North Dakota Aviation Association and Prairie West Publications.

EDITOR

Patricia J. Estes

EDITORIAL ADVISORS

Robert Odegard, Larry Linrud, William Beeks, Ron Ehlers, Fred Anderson and Jack Daniels.

ADVERTISING MANAGER

Richard K. Estes

PRODUCTION MANAGER

Diane M. Gira

ADDRESS ALL

CORRESPONDENCE TO:

Prairie West Publications
Box 832
Wahpeton, ND 58075

Publishing firm responsible ONLY for accuracy of customer approved proofread ads.

Any error in customer approved ad will NOT result in adjustment to the bill.

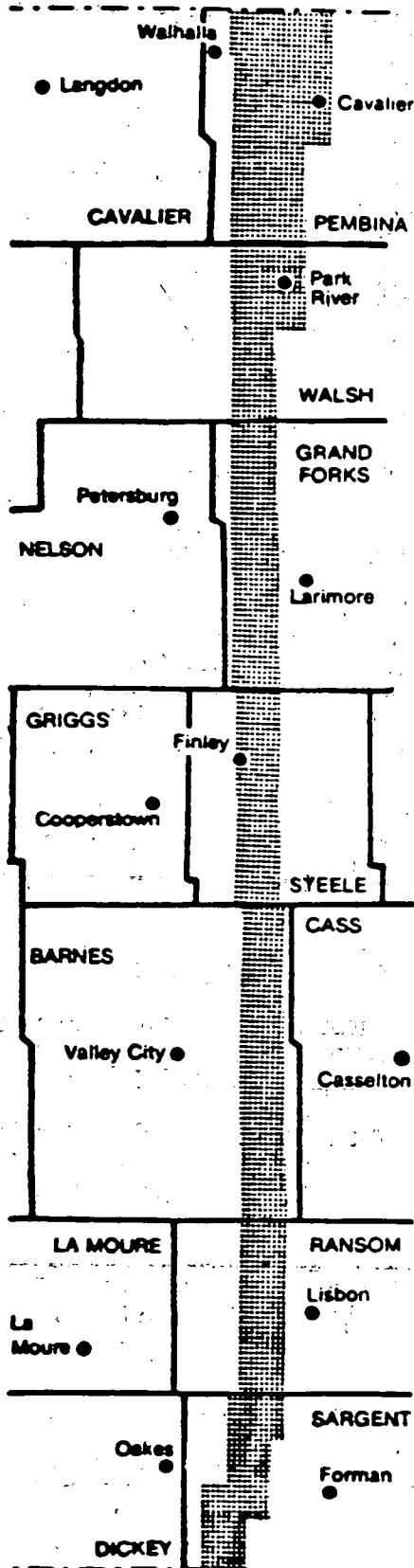
Errors in non-proofread ads will be adjusted by 10% off the NEXT ad run.

Does your airstrip lie in this corridor?

The map shows the corridor chosen in which a transmission line route will be determined. The line extends from Winnipeg to Hoskins, Nebraska. The corridor is 6 miles wide, but near the Canadian border it varies, so that this area can be more flexible.

If you own or operate an airstrip in this corridor, please contact the N.D. Aeronautics Commission, if you haven't registered your airstrip. The North Dakota Century Code relating to Aeronautics states, "It shall be unlawful to build or maintain any obstruction near the runway approach to any airport in the state open for public use, except pursuant to rules and regulations adopted by the Aeronautics Commission." The guidelines used to determine obstructions coordinate with the FAA's criteria.

The N.D. Aeronautics Commission or the FAA cannot prevent construction of a structure near a private use airstrip. The airports approaches can only be protected through such means as local zoning ordinances or acquisition of property. It is up to you, as the owner, to provide for this protection.



Map shows the corridor selected for the MANDAN line.

Aeronautics Commission receives new applications for 1981 construction

The Aeronautics Commission is in the process of receiving applications from general aviation airports for 1981 construction projects. To date it has received five applications requesting a total of \$54,670 in state-aid funds. Some of these projects may be partially completed in 1980 because of the good weather this fall. These are:

1. Watford City—\$9,500 to drill well and install pressure system, drain field and install VASI to runway 30 and purchase rotary snow plow;
2. Wishek—\$20,000 for grading and realignment of runway including drainage, seeding, wind cone and engineering;
3. Ellendale—\$11,000 for single

armor seal of 3,500 ft. of runway, taxiway, apron and access road and center-line painting and marking;

4. Kindred—\$10,000 for completing construction of new runway and install runway lights;

5. Cavalier—\$4,170 for paved runway reconstruction, removed failed portions and replaced with 69 tons of cold mix asphalt and engineering (this project completed in fall of 1980).

ND AVIATION ASSN. OFFICERS

President: William Beeks, Central Flying Service, Washburn, ND.

Vice-President: Ron Ehlers, Dickinson Air Service, Dickinson, ND.

Treasurer: Larry Linrud, Tri-State Aviation, Inc., Wahpeton, ND.

Secretary: Fred Anderson, Aviation Services, Inc., Minot, ND.

Immed. Past President: Robert Odegaard, Odegaard Aviation, Inc., Kindred, ND.

Exec. Secretary: Jack Daniels, Serv-Air Accessories, Inc., Williston, ND.

Delegate to National Agricultural Aviation Assn.: Bob Woods, Woods Flying Service, Grand Forks, ND.



SPECIAL LOW AG-INSURANCE RATES FOR OPERATORS, QUICKEST CLAIM SERVICE

FOR A TOLL-FREE QUOTE, CALL: 1-800-325-8079



AVIATION UNDERWRITING SPECIALISTS

8301 Maryland Avenue · St. Louis, Missouri 63105

L. JOHN WEBER
822 ST. GERMAIN ST.
ST. CLOUD, MN 56301

RALPHA. BAUER
8301 MARYLAND AVE.
ST. LOUIS, MO 63105

A & P IN 1 YEAR!

Unique Practical Training

BECAUSE

Our FAA Approved A&P School is combined with our FAA Approved Repair Station.

— Approved For Veterans —

Classes Starting In
January - March - June - September
Write Or Call:

Dakota Aero Tech, Inc.

P.O. Box 5534, 5US
Fargo, ND 58102 - 701-237-5305

Deck Flying Service

Gulfstream American

AG-CAT

Sales - Service - Parts

FOR SALE:

1979 G-164B 450.

100TTA&E, 80 Gal. Fuel, Direct Drive Starter, 24V, Nav Lights, Solid Systems Control, Bottom Loading System, T.E. Spray System (41 Nozzles), Cool Seat & Ext. Plug, Auto Flagger, Compro. Smoker. N8272K

\$78,000.00

1969 G-164A R-1340.

3850 TTAF, 750 SMOH, 350 STOH, Ext. Wing, 80 Gal. Fuel, D.D. Starter, 24 Volt, Nav Lights, External Plug, Heavy Gear, Combination Solids & New S.S. Trailing Edge Spray System (57 nozzles with shutoffs), New Battery, Tail Fabric & Tips, Bottom Loading New Fiberglass Hopper with Twin Trombone Vents, Flagger, Excellent maintenance history, 12-18-79 Annual.

\$44,000.00

1960 CESSNA 150-N6430T.

TT6500, 120 SMOH, NAVCOM, ELT, New Style Gear Box Assy. Installed in 1978, Will Sell With New Annual.

CALL FOR PRICE!

Call Toll Free:

N.D. 1-800-732-4292

Other 1-800-437-5319

Deck Flying Service

Ron Deck

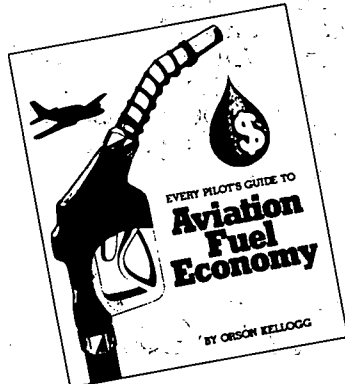
Box 675

Hillsboro, N.D. 58045

Off: 436-5880-Res. 436-5921

FOR EVERY PILOT

WANT TO SAVE FUEL?

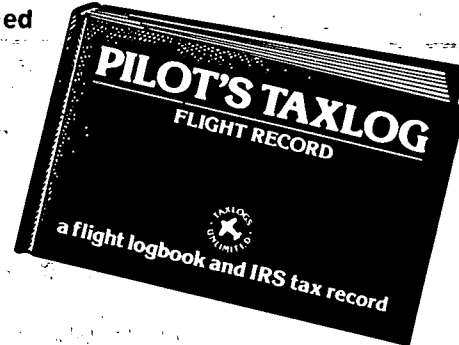


Advice on flying further on less fuel, setting power for maximum economy, leaning, using EGT gauges & digital fuel computers, and much more. 64 pages, soft cover, \$4.95 + tax.

ALL ORDERS ARE PREPAID

SEND \$4.95 + 15c tax for each copy of "Aviation Fuel Economy" and \$9.95 + 30c tax for each copy of "Pilot's Tax Log"

SAVE ON TAXES?



Clearly designed log pages - dual purpose book - created by a private pilot & CPA.

Easy reading - Written in plain language - specific, practical solutions.

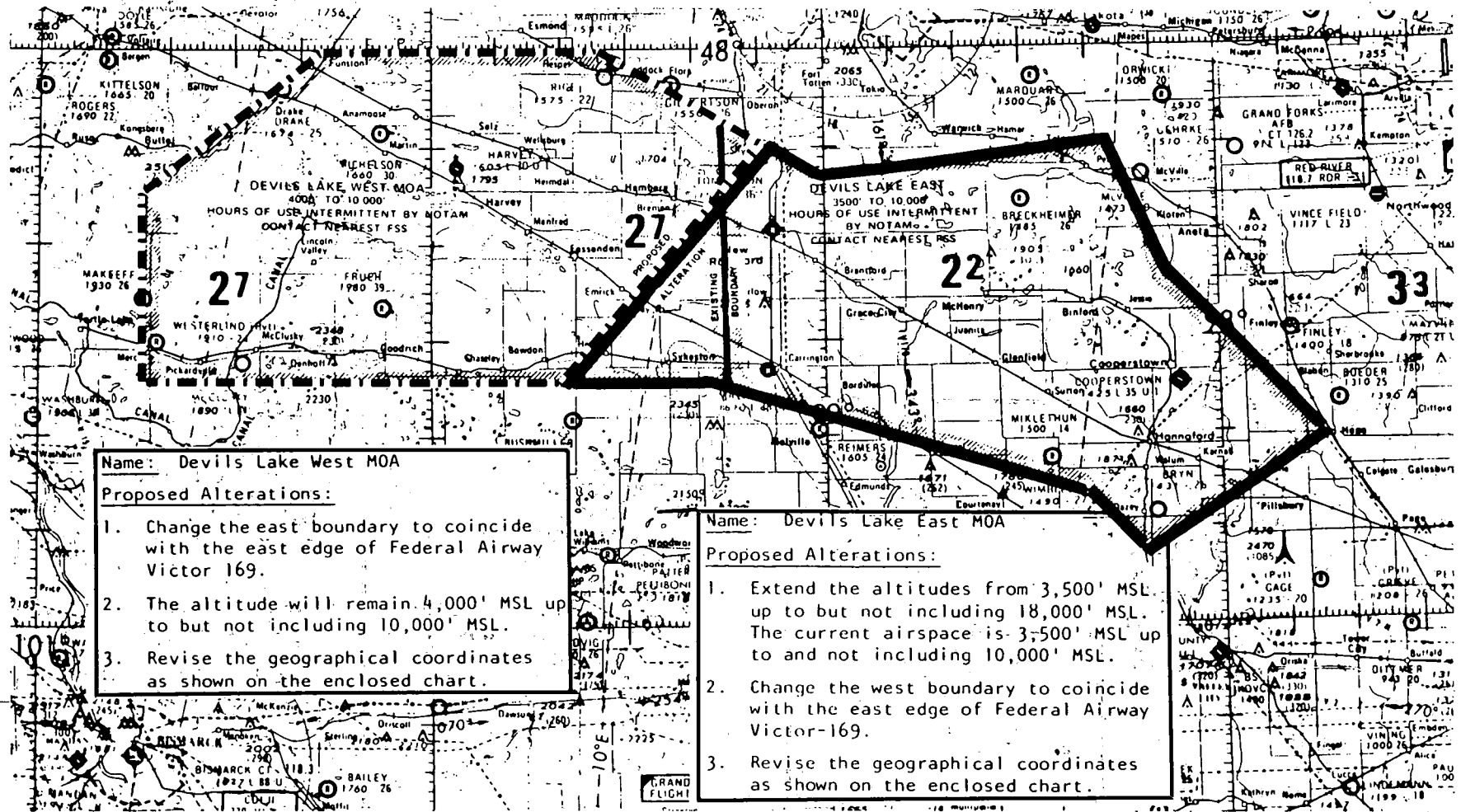
These 2 books are a must for every pilot whether you own, lease or rent.

This revised book includes 34 kinds of forms, with instructions and examples on their use — all designed to help you to save taxes. Save on all possible aviation tax deductions. 128 pages, hard bound, \$9.95 + tax.

To: **PRAIRIE WEST PUBLICATIONS**
Box 832,
Wahpeton, N.D. 58075

(Allow 4-6 weeks for delivery)

Proposed changes in jet military operations area (MOA) west and east of Devils Lake



Proposed Alteration of North Dakota MOA area: The Federal Aviation Administration (FAA) is evaluating the proposed alteration of the Devils Lake East and West Military Operations area. Some remarks on this matter:

Changing the boundary between Devils Lake East and West MOAs to coincide with the east boundary of Airway Victor 169 will provide for better air-space utilization. It will also reduce interference with V-169 traffic since the airway will be within the airspace of the West MOA rather than within both East and West MOAs as it is presently.

Devils Lake West MOA will continue to be used for low level intercept training only.

Low level intercept training in Devils Lake East MOA shall be conducted between 3,500' MSL and 10,000' MSL.

Basic Fighter Maneuvers (BFM) shall be conducted within the Devils Lake East MOA at 10,000' MSL and above.

Low level intercept training and BFM shall not be conducted simultaneously within the Devils Lake East MOA.

Airborne training may be conducted seven (7) days per week. Hours of use for both Devils Lake East and West MOAs will be published by NOTAM.

Airways V-170 and V-55 will always be available for non-participating aircraft at 11,000' and above during intercept training and at 9,000' MSL and below during BFM training.

Before the FAA makes a decision on this matter, they are open to all persons interested to comment on its acceptability. Any comments may be addressed to:

William D. Lovett, Chief, Operations, Procedures and Airspace Branch, FAA Rocky Mountain Region, 10455 East 25th Ave., Aurora, Colorado 80010.

CAB awards Ozark route

The Civil Aeronautics Board (CAB), Washington, D.C. has awarded certificate authority to Ozark Airlines for a new route between St. Louis, Missouri and Fargo, North Dakota, according to Harold G. Vavra, director of the North Dakota Aeronautics Commission.

The CAB said in its order that the route award to Ozark

Airlines is on a non-subsidized basis and will become effective November 18, 1980, in the absence of any petition for review filed with the Board by November 18th, Vavra said.

The route award is a new segment between the terminal point of St. Louis, Missouri and the alternate terminal of Fargo-Moorhead with service to Hector Airport, Fargo, N.D.

The CAB in its order also awarded Ozark Airlines route-

authority between St. Louis, Missouri and alternate terminal points to 37 additional cities in the United States, Vavra said.

Ozark Airlines is a regional airline with headquarters in St. Louis, Mo., with a service area bounded by Minneapolis in the north; Denver to the west; Dallas-Fort Worth and Houston to the southwest; New York and Washington, D.C. to the east and Orlando and Miami, Florida to the southeast.

Ozark Airlines presently operates 17,063 route miles with 37 Douglas DC-9 jets and 13 Fairchild Turbo-prop aircraft, Vavra said.

WANTED

Selective Student Projects For Recovering And Refurbishing - Also Engine Overhauls - Contact: Dakota Aero Tech., Box 5534, Fargo, ND 58105 - (701) 237-5305

FOR RENT

Two (2) 50' Wide T-Hangers, Fully Enclosed, At Hector Airport, Fargo, Call Pete or Bill 701-237-0123.

LIFT STRUT FORK A.D. PROBLEMS?

WE SPECIALIZE IN MAGNAFLUX AND ZYGLO WORK.

SAFETY BELTS, FILTERS & SPARK PLUGS at discount prices.

DAKOTA AERO TECH, Inc.

AIRFRAME POWERPLANT • ACCESORIES AND MANY OTHER SPECIALIZED SERVICES

Hector Field - Box 5534 State University Station - Fargo, ND 58102
Dial (701) 237-5305 - FAA Repair Station No. D04-10

PARAQUAT; AVITROL; LEAFEX - 3

Complete Agricultural Chemical Distributor

Also

Marking Flags For Aerial Applicators

OSTLUND CHEMICAL CO.

P.O. Box 446 - 1330 - 40th St. N.W.
FARGO, NORTH DAKOTA 58107
Phone (701) - 282-7300

Arthur Varnado, Director Rocky Mountain Region

To speak at NDAA luncheon Jan. 22

Arthur Varnado, director of the FAA Rocky Mountain region will be the luncheon speaker at the NDAA Convention at the Holiday Inn in Bismarck.

Varnado, 48, a career Federal employee with 24 years service in the Federal Aviation Administration (FAA), presently serves as director of the FAA's Rocky Mountain Region.

He is responsible for all FAA activities in the states of Colorado, Wyoming, Utah, Montana, North Dakota and South Dakota. These responsibilities include airway and airport development, operation of the air traffic control system, and flight safety. Headquartered in Aurora, Colorado, Varnado supervises approximately 3,000 employees and has an operational budget of more than \$98 million dollars.

Prior to his present assignment, Varnado was the Deputy Director of FAA's New England Region with headquarters in Burlington, Massachusetts. Before his New England assignment, Varnado was Special Assistant to the Director of Flight Standards Service in Washington, D.C., and he also attended the Air War College in Alabama as an FAA representative.

Varnado joined the FAA in 1956 as an Airway Operations Specialist. Later he became Deputy Chief of the airport traffic control tower at Newark, N.J.; Chief of the tower at John F. Kennedy International Airport in New York; and Chief of Standiford Field Tower in



Arthur Varnado

Louisville, Kentucky.

He has been actively involved in community activities, having served with the Executive Board of the NAACP, Plainfield, New Jersey, and Huntington, New York; the Executive Board, White Oaks Civic Association, Dix Hills, New York; Board of Directors of the Urban League and Eastern Area Council, Louisville, Kentucky; Federal Executive Association, Louisville, Kentucky; and Advisor on Aviation for Explorer Group 934, Louisville, Kentucky; the Executive Committee of the Northern Virginia Chapter of the Urban League; the Kappa Alpha Psi Fraternity; and has recently been elected to the Executive Board of the Denver Area Council, Boy Scouts of America.

A native of Buffalo, N.Y., Varnado served in the U.S. Air Force from 1952 to 1956. He has a Bachelor's Degree in Liberal Arts from Dowling College, Oakdale, N.Y.; a Master's Degree in Community Development from the University of Louisville; and a Master's Degree in Public Administration from Auburn University.

Among numerous awards he has received are the Distinguished Citizen's Award, Louisville, Kentucky; Honorary Kentucky Colonel Award from the State of Kentucky; the Graduate School Dean's Award, University of Louisville; the FAA Administrator's Award for Special Achievement; and the U.S. Secretary of Transportation's Award for Ex-

cellence in Equal Employment Opportunity. former Theresa E. Scott of Charleston, South Carolina. Varnado is married to the They have three children.

Want To SELL Or BUY Something?

Use A "RELATIVE WIND" Classified Ad. Pre-Paid only \$15.00 minimum or .75 per word (\$10.00 min. or .50 for NDAA members)

Fill in the blanks and mail your check To: Prairie West Publications, Box 832, Wahpeton, ND 58075

				15.00/10.00
15.75/10.50	16.50/11.00	17.25/11.50	18.00/12.00	18.75/12.50
19.50/13.00	20.25/13.50	21.00/14.00	21.75/14.50	22.50/15.00
23.25/15.50	24.00/16.00	24.75/16.50	25.50/17.00	26.25/17.50

Check One:

- FOR SALE WANTED TO BUY
- JOB OPPORTUNITY POSITION WANTED
- FOR RENT/LEASE

Attend NDAA Annual Meeting

The North Dakota Aviation Association annual meeting will be January 21, 22 and 23 at the Holiday Inn in Bismarck, N.D. The program will carry messages of interest to all aspects of aviation in North Dakota. If you have an idea for this year's convention program, let us know. Meanwhile circle those dates. If you are involved in aviation in North Dakota, plan to be there.

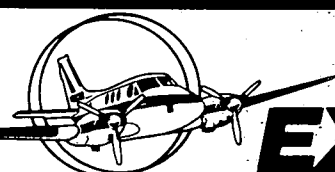
- 1976 CESSNA 182 II**
1586 TT, 50 SMOH, 2-KX-170B's, KMA 20 Audio Panel W/3 LMB, KR 86 ADF, KT 76A Xponder, GS, EGT, Carb, Air Temp., LH Articulating Seat, T-Windows, Quick Drain, Winter Kit, RH Hinged Window, LR Fuel, 200A Pilot, NDH, Aug. Annual, Green/White, Green Interior. N9886M
\$28,000.00
- 1981 - PIPER WARIOR FT0**
Radio - ADF - Trasp. A Good Trainer.
- 1967 BELL 47G4A HELICOPTER**
Has Sprayer With No Bar Kit - With New Type Tail Rotor, 550 SMOH 600 HR's to 1200. HR, High Skids - Radio.
- 1979 CESSNA 172 II**
491 TTSN, 300 Nav/Com, 400 G.S., 300 ADF, 300 Xponder, 400 MB, RH Hinged Window, Rear Seat Vents, Hobbs, Courtesy Lights, GSP, LR Tanks, NDH, Winter Kit, LH Articulating Seat, New Annual, Green/Tan/White, Green Int. N2487E NDH
\$24,000.00
- 1968 PAWNEE 260**
Flagger **\$15,500.00**
- 1978 CESSNA 182RG II**
990 TT, 720 Nav/Com, GS, 300 ADF, 300 Xponder, 200 A/pilot, Post Lights, Courtesy Lights, Rear Seat Vents, Hobbs, RH Hinged Window, Winter Kit, Marker Beacons, Blue/White, Blue Interior. -N7369X, NDH
\$41,000.00
- 1979 PIPER TOMAHAWK**
160 TT, KX-170B, KT-78 Xponder, Pilot Heat, Post Lights, ELT, Brown/White, Tan Interior. N2589C NDH **\$13,500.00**
- 1980 PIPER ARCHER II**
150, KX-170B, KN75 GS, KMA 20 Audio Panel, KR 86 ADF, KT-78 Xponder, Executive Interior, Strobes, GSP, EGT, IIB A/pilot, Sound Proofing, OH Vents, Tinted Windows, Black/Gold/White, Gold Interior. N8114H NDH **\$39,000.00**
- 1970 PIPER NAVAJO B**
3300 TT, 1050 SMOH, L&R, 2-KX-170B's, KR-85 ADF, KT-76 Xponder, 190 DME, KNX 40 Radar, IIB A/pilot with couplers, GS, C. Pilot Instruments, C. Pilot Brakes, Cabin Divider, Executive Tables L & R, Toilet & Bar, Oxvaen, Tinted Windows, Floor Runner, Full DEICE, Hot Windshield, Stobe, 8 Seats, Nov. Annual, Blue/Red/White, Red Interior, NDH N6647L
\$125,000.00
- 1979 PIPER AZTEC**
500 TTSN, King Silver Crown, Flight Director, HSI, 25 Amp, ELT, EGT, Aux. Fuel Tanks, Wing Insp. Lights, Tinted Windows, Encoding Altimeter, KN 65 W/KI 266 Ind, DME, KA 58 DME Hold Switch, Red/Gold/Black, Black Interior, NDH N2510M **\$146,000.00**
- 1978 AG CAT**
450 HP, 250 HRS, B Model High Density Combo, 80 gal fuel, 12 volt, side load, Nav Lights, APU, In Line Strainer, Pilot Cool Seat.
\$65,000.00

JAMESTOWN AVIATION, INC.



PIPER PAWNEE BRAVE

Post Office Box 427
Jamestown, North Dakota 58401
Phone 701-252-2150



EXECUTIVE AVIATION, INC.

CPC FLIGHT CENTER INTRODUCES THE

81 Skyhawk II W/NAV-PAC

Available for Rental

FOLLOW THE PURPLE TAXI STRIPE

Mobil 80 & 100 Oct Fuel

HECTOR AIRPORT FARGO, NORTH DAKOTA

CALL (701) 237-0123

A Brand New



SPARK PLUG THAT "ELIMINATES LOW LEAD FOWLING"

This new spark plug has been engineered to operate efficiently and effectively with 100 octane low lead fuel, and is approved for use on LYCOMING engine models #0235, #0320 and #0360.

THESE SPARK PLUGS ARE NOW AVAILABLE

At Your Local



Stocking Dealer, or

Contact: Mick Lumby

TASCO AVIATION

612-224-5788

244 Fillmore Ave. E. - St. Paul, MN 55107

Fargo Airport traffic control tower

TYPE: FAA Level II Instrument Flight Rules (IFR) tower with Associated Radar Approach Control Cab (TRACAB).

STAFFING: Number of Air Traffic Personnel 18
Number of Airway Facilities Personnel . 17

MANAGEMENT: Air Traffic - Don Driscoll, Tower Chief
Airway Facilities - Al Thompson, SFO Chief

ACTIVITY: 94,947 Operations in the past 12 months

SERVICES: Provides Air Traffic Control services to three regular scheduled airlines, four fixed base operators and the North Dakota Air National Guard, 24 hours a day.

HISTORY: FAA Airport Traffic Control Tower originally was commissioned into service in 1953. Ground breaking for the New Tower took place on September 18, 1978 and the New Tower was commissioned into service on September 16, 1980.

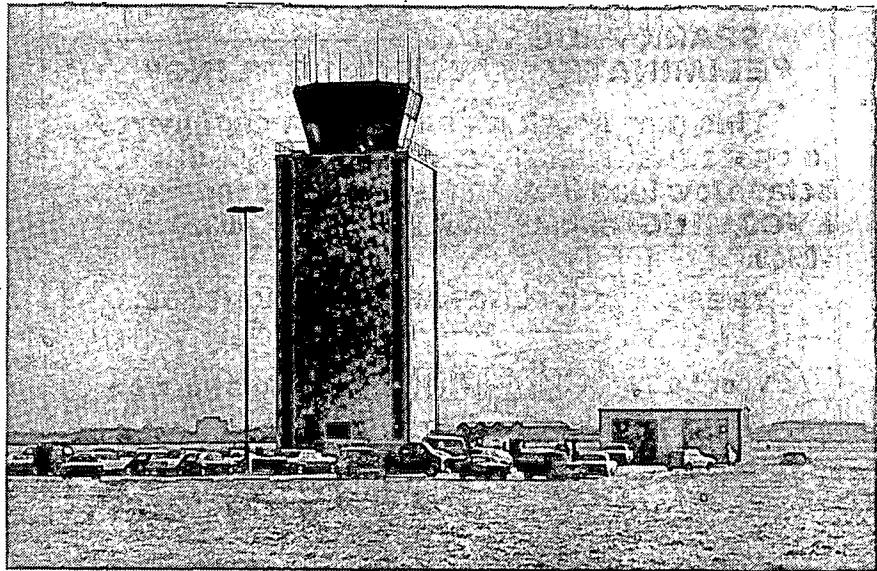
NEW TOWER: The New Fargo Airport Traffic Control Tower is the culmination of a two year project that will update the air traffic facilities for the Fargo-Moorhead area.

The \$1,141,000 structure rises to 75 feet above ground level. The octagonal tower cab is enclosed by two half-inch thick sheets of thermopane glass half an inch apart to provide sound proofing and weather protection. The glass is slanted outward from the bottom frame and tinted to reduce sun glare.

The tower building is of steel and concrete construction, with a steel and glass exterior. The building has total electric heating and air conditioning. The tower building is 6,100 square feet of floor space. Included in this area is the electrical-mechanical workshop, emergency generator, radar equipment room, NAV-COM equipment room, telephone equipment room, training & conference room and a room for employees to take breaks and eat meals. This area also includes the Airway Facilities and Air Traffic Offices.

A new communications system developed by Bell Laboratories and installed by Northwestern Bell Telephone and Western Electric is also being commissioned. The modular terminal communications system (MTCS) is the first system of this type in the five state area. It requires substantially less space to house due to its solid state construction yet it has increased reliability. It offers many more options to the controllers that were not available in the older system.

The total equipment cost for this new complex was \$1,750,000. Goleman & Rolfe Architects and Lockwood, Andrews & Newman Engineers of Houston, Texas, were the primary designers of the New FAA structure. J.E. Kreig & Sons, Inc. of Fargo, built the New FAA Tower.



New air traffic control tower at Hector Field, Fargo, ND.



Hector Airport, Fargo, ND — Guests at Dedication Day touring new air traffic control tower.



Operators at work in the new control tower at Hector Field, Fargo, ND.



ND Aeronautics Commission meeting in Fargo.

NDAА President appoints convention committees

Listed below are the officers and committee appointments for the North Dakota Aviation Association convention Jan. 22-23-24 in Bismarck, at the Holiday Inn. Committee assignments below were made by NDAА President Bill Beeks. See you all at the convention!

Membership and Registration
Fred Anderson - Chairman
Arnie Widmer
James A. Griffen

Resolutions
Jack Daniels, Chairman
Dennis Rohlfs
Mike Pfau

President . . . William A. Beeks
Vice-President . . . Ron Ehlers
Treasurer Larry Linrud
Secretary Fred Anderson

Nominations
Harold Parkins, Chairman
Jay B. Linquist
Allen Lahren

COMMITTEES

Convention
Ron Ehlers
Bill Beeks
Robert Odegaard

Industrial Membership
Herb Deck, Chairman
Ralph A. Bauer
Don Stroh

General Aviation Around The State

- OAKES**..... Plans are for fencing the airport boundary since the surrounding area has been grazed by livestock. Open grazing is typical in the late fall and cattle may wander off onto a runway, so keep an eye open for them.
- STEELE**..... is considering a relocation of their runway. The land lease on 1200' of runway is expired and they have only 1500' left for a turf runway. The City Council recognized the value of a municipal airport and is determined to find another side.
- MANDAN**..... on our last visit October 30, 1980, have 75 General Aviation aircraft based there. Construction crews were just finishing paving the entrance road. They also have expanded the apron to accommodate the large number of aircraft.
- KILLDEER**.... in speaking with Don Fettig, the airport manager, the runway lights at Killdeer operate from dusk to midnight. By phoning him, a pilot may request for longer service and he will leave them on all night.
- MOHALL**..... is considering installing a NDB and the costs at their next Authority meeting.
- WISHEK**..... Earthwork on realignment of their runway to 120' x 4000' turf is being completed this fall. The local county crew is doing the work for the cost of fuel and labor. This is a very economical way to get some airport work accomplished, so take note and contact your local county crews.
- LISBON**..... plans on constructing a unique oval type hangar at their airport, with one door serving all the airplane exits. This concept sounds good and we are interested in viewing this hangar when completed.
- LANGDON**.... A power line is being constructed on the north side of the airport. It doesn't violate the FAA criteria on approach surface to their runway, but it is still there and pilots, when in the area, take note of this power line to familiarize its location with the airport.
- KINDRED**..... plans to install runway lights on their new alignment of their runway. They will try for fall completion on installing their lighting system.

Big Sky Airlines passengers and air freight continues strong growth in North Dakota

Big Sky Airlines during its first four months of air service through October 31 at Bismarck, Dickinson and Williston enplaned and deplaned a total of 10,998 passengers and loaded and off-loaded a total of 130,011 pounds or 65 tons of air freight at these three cities, according to records of the North Dakota Aeronautics Commission.

Air Freight

The month of October was the biggest air freight month for Big Sky Airlines, since it started on July 1 this year.

Big Sky Airlines in October loaded 14,669 pounds at Bismarck and off-loaded 4,273 pounds of air freight for a total of 18,942 pounds at Bismarck. This total for Bismarck compares with 6,663 pounds in July at Bismarck, an increase of 184 percent.

Big Sky Airlines in October loaded 1,068 pounds at Dickinson and off-loaded 6,747 pounds of air freight for a total of 7,815 pounds at Dickinson. This total for Dickinson compares with 4,422 pounds total in August, the first full month of air service at Dickinson, for an increase in one month of 77 percent.

Big Sky Airlines in October loaded 4,569 pounds at Williston and off-loaded 13,033 pounds of air freight for a total of 17,602 pounds for Williston. This total for Williston compares with 15,975 pounds of air freight in July for an increase of 19 percent.

Air Freight Distribution

The 14,669 pounds of air freight loaded at Bismarck in October was distributed with 6,747 pounds off-loaded at

Dickinson and 7,922 pounds off-loaded at Williston. In addition, Billings, Montana, furnished 5,111 pounds of air freight which was off-loaded at Williston.

Arriving air freight at Dickinson averaged 8 times the outbound air freight. Arriving air freight at Williston averaged 3.2 times the outbound air freight.

The imbalance between arriving and outgoing air freight is because the energy industry ships in much more air freight than it ships out.

Advice to airport managers

In September of 1980, the Airport Development Aid Program (ADAP) bill failed to pass Congress. So there may be a year or two to wait until the new Reagan Administration and Congress passes a new aid bill. So what should you do in the delay period?

This time should be used for continued planning and laying out financial sources, so that when money becomes available, it can be used on its best foresight and planning. An example may be to develop your engineering plans and if ADAP takes too long, you may want to do the project on your own.

Airport managers should take the responsibility to tell their communities of their needs and make sure the people in Congress, who represent you, know about your needs in Washington. Our best advice is to continue planning and be as vocal as possible to the people in power about your needs.

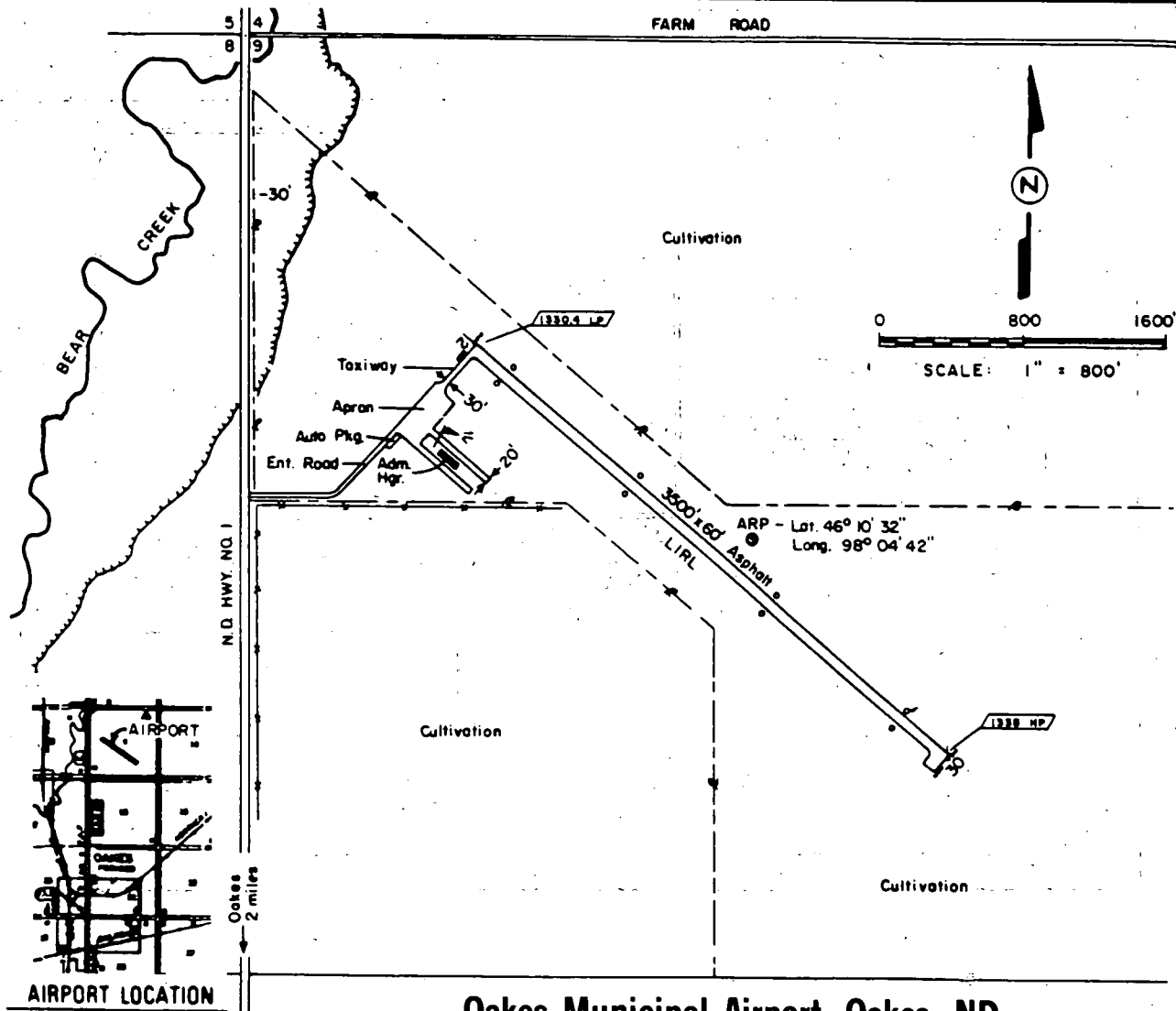
Airport layout

The new airport at Oakes, ND is open for use. We presently don't have a dedication date available, but it has a newly constructed asphalt 3500' x 60' (12/30) runway.

The Airport Authority has sold the old airport south of town and has put the big white crosses on its runway to signify its closing.

The new airport has its low intensity runway lights working. It also has a wind sock and hangar in place with adjoining taxiways.

The new airport is located 2 miles north of town and just east of the highway.



Oakes Municipal Airport, Oakes, ND

RELATIVE WIND

Carbon Monoxide detectors a must

During the next few months, when aircraft cabin heaters are in full use, the possibility of dangerous carbon monoxide fumes is high. A thorough inspection of the heater-muffler system should be accomplished. During winter operations some type of carbon monoxide detector should be kept in the aircraft.

The most available detector is a small, flat plastic square that contains an active material that changes color when exposed to carbon monoxide fumes. They are available at some aircraft supply stores, and at local airports. Please note that these detectors are dated, and are usable for a limited time.

Special Offer

Because these handy detectors are not widely distributed, the Minnesota Flyer, and American Aviation at Flying Cloud Airport, make the following offer, (If not available at your local airport, your mail order will be accepted.)

Send check or money order for \$1.75 for each unit, to cover the cost which includes tax and mailing. The detector will be sent directly to your address. Please read the instructions when the detector is delivered to determine future orders. Additional detectors may be obtained at anytime. The address is American Aviation, Inc., Flying Cloud Airport, Eden Prairie, MN, 55344.

The North Dakota Professional Aviation Mechanics Association is again soliciting entries for the 1981 North Dakota Aviation Mechanic Safety Award Program. This annual award, which will be presented at the NDPAMA Aviation Maintenance Seminar, March 10, 11 & 12 in Bismarck, honors the aviation mechanic making the most significant contribution to safety during the previous year.

We encourage all mechanics to enter, and more important, we ask any pilot, fixed base

operator, aircraft owner, or other interested person, to enter the mechanic they feel is deserving of this award. This is a wonderful opportunity to show your appreciation to that mechanic for a job well done.

Aviation maintenance is a demanding profession that requires knowledge, skill and devotion to duty. There are many dedicated mechanics in North Dakota, and we need your help in selecting the one most deserving of this award. To encourage you to nominate a mechanic for this award, the

NDPAMA will present \$50 cash to the person submitting the entry that is selected.

To obtain an entry form and regulations, write to:

NORTH DAKOTA AVIATION MECHANIC AWARD PROGRAM

c/o Frank Argenziano
1411 South 20th Street
Grand Forks, North Dakota

Letter to the Editor

Prairie West Publications
Box 832, 1110 3rd Ave. N.
Wahpeton, ND 58075

ATTN: Pat Estes

Dear Pat:

Our Annual Aviation Maintenance Seminar will be held March 10, 11 & 12 at the Kirkwood Motor Inn, Bismarck, with the Aviation Mechanic Safety Award being presented on Wednesday, the 11th. We hope you can be there to cover the event. If you would like more information about the NDPAMA or the Safety Award Program, please call me at:

Home 775-2240
Business 781-3213

Thanks again for printing our material in Relative Wind.

Sincerely,

(s) Frank Argenziano
Chairman, Award
Committee
Professional Aviation
Mechanics Association

Pass Your FAA Written With ...

**GUARANTEED
WEEKEND
COURSES**



PRIVATE INSTRUMENT COMMERCIAL

JAN.	24,25	DEC.	6,7	APRIL	4,5
MARCH	7,8	JAN.	17,18		
MAY	30,31	FEB 28, MAR 1			
		MAY	2,3		

Commercial & Instrument \$145
Private \$135

PHONE 701/852-4092 • MINOT, ND

AIRKAMAN OF OMAHA, INC.

P.O. Box 19064 • Eppley Field • Omaha, Nebraska 68119



Beechcraft
Full Line Corporate Center

USAD 12-80

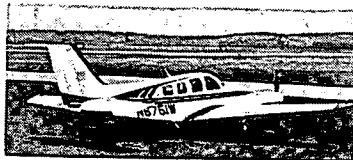
FLIFELINE

CALL

402/422-6768

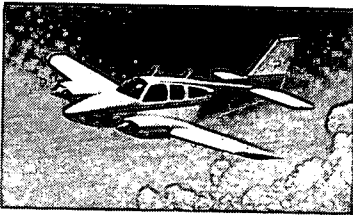
'80 King Air B100, N3695A: Offers more than many King Air 200's, A/C, Dual Nav/Com, RCA Primus 300 SL Color Radar, DME, ADF, Dual Glideslopes and Controls, FD & AP.

'80 Duke: FTO, You Choose Avionics.



'80 Baron 58TC, N6751W: 7 TT, Collins Microline Pkg. w/Collins ANS-351 RNAV Computer, Bendix Encoding Altimeter, Bendix FCS-870 Automatic Flight Control and RDR-150 Radar.

'80 Baron E55: FTO, De-ice, A/C, Flight Director, Autopilot, RNAV.



'80 Baron B55, N66896: 21 TT, Collins Pkg. w/King KFC-200 A/P and Flight Control, Encoding Altimeter w/3-Pointer Display.



'79 Duchess, N66265: 280 TT, Professional Pkg., Collins Microline Equipment, DME-451, Transponder, Edo-Aire Century III, Bendix Encoding Altimeter, Super Low Price. \$87,500

☆☆☆☆☆☆☆☆☆☆



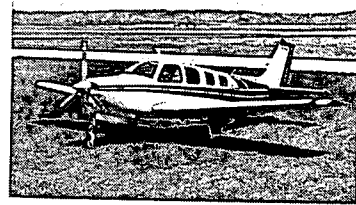
LeRoy Atchley
Sales Manager



Ed Reinkoester
Executive Sales



Tom Bird
Aero Center Sales



'80 A36TC Bonanza, N3597U: Super Utility Pkg. #5, King KFC-200 A/P, Electric Compass System and Gyro Horizon, Electric Anti-icing Prop. in Beautiful Tender Yellow, Bright Gold, and Vendetta Red.

'80 A36 Bonanza, N3708N: Super Soundproofing, Collins Avionics, Edo-Aire Mitchell Encoding Altimeter w/Counter Drum Pointer Display, KFC-200 A/P.

'78 Sierra, N5126M: 472 TT, Holiday Pkg., w/Bendix Radios, Transponder and United Instrument Encoding Altimeter.

'80 Sierra, N67056: 93 TT, Holiday Pkg., w/King Avionics, KT-76A Transponder, KEA-129 Encoding Altimeter, Edo-Aire Century II A/P.

'79 Sundowner, N6626D: 270 TT, Holiday Pkg., King Radios, Transponder and ADF.

'78 Sundowner, N5099M: 890 TT, Holiday Pkg., Bendix COM, ADF, Bendix Audio Panel and Transponder.

'78 Sport B19, N2009N: 1000 TT, Holiday Pkg., King Avionics, Pkg. #5.