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

By Harold G. Vavra
Aeronautics Commission

North Dakota airport officials, Federal members and the Director of the Aeronautics Commission met on November 13 in Bismarck to persuade the Rocky Mountain Region to continue the FAA's airport field office.

Carl Bailey, Denver Chief, Appraisal Staff of the Federal Aviation Administration, made an independent management study of both the Bismarck and Helena, Montana FAA Airport Field Offices and to make findings as to the fate of these two federal offices. A regional plan to close both the offices and move the personnel to Denver FAA has been deferred until Bailey makes his recommendations to the Regional Director.

Carl Bailey stated the outset of the meeting that the total annual savings in closing the Bismarck FAA 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 services 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, Devil 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 conveniently served 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, Jamestown, Mandan and Minot objected to the plan to close the airport field office and urged Carl Bailey, Chief of the FAA Appraisal Office 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.

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 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 the time of nomination; the candidate 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 has been a leader in the field of aviation today in the state of North Dakota.

The third 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 involvement in NDAA.

Readers of Relative Wind are welcome to submit nominations for these awards to Award Coordinator Patricia J. Eades, Relative Wind, Box 482, Wahpeton, ND 58075. Nominations must be received by December 15 to be considered.

John L. 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 Airline Pilots Association. He was appointed 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. His 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 Constituational Rights Subcommittee of the Senate Judiciary Committee.

For the 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.
Aeronautics Commission approves state
airport aid grants to 19 airports

The North Dakota Aeronautics Commission on October 25 approved airport-aid grants from state funds for 19 general aviation airports for improvements totaling $161,997 according to Harold G. Vavra, Director, the FAA.

Airports receiving state aid grants were:
1. Beulah - $16,000 to extend paved runway 500 ft. and lighting
2. Bowman - $13,500 for runway, taxiway and apron arm seal (supplemental amount)
3. Carrington - $19,665 for sealing runway, taxiway and apron and paving enlarged apron and paving taxiway
4. Edgerton - $3,019 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 sewer system adjacent to runway
8. Harvey - $7,500 for purchase of snow plow, plus $5,000 to subject to operational plan
9. Kindred - $10,000 to grade and construct grave for new NW-SE runway


From Page One

FAA field office

Bailey defended the Airport Division's decision to close the airport, noting a rash of resignations and retirements in the Denver Regional Airport Office since 1977. Bailey said economic conditions and an effort to slay and regulate all 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 83 in Utah and 60 in Colorado for a total of 221 in the Rocky Mountain Region.

Airport managers present were unanimous in support of the decision to close the airport, noting a rash of resignations and retirements in the Denver Regional Airport Office since 1977. Bailey said economic conditions and an effort to slay and regulate all the services provided local airports will determine whether the office remains open.

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Does your airdrop lie in this corridor?

The map shows the corridor chosen in which a transmission line route will be determined. The line extends from Winnepeg to Hooker, Nebraska. The corridor is 6 miles wide, but near the Canadian border it varies so that the area can be more flexible. If you own or operate an airdrop in this corridor, please contact the N.D. Aeronautics Commission, if you haven't registered your airdrop. The North Dakota Code of Criminal Law 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 airdrop. 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.

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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.

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December 1980

RELATIVE WIND

Page 3
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.

Proposed Alteration: Dakota, Missouri the Proposed Alteration: Dakota, Missouri

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 1,000' MSL and 10,000' MSL.

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

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.

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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 Bis-марк.

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 $86 million.

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 Standfield Field Tower in Louisville, Kentucky.

He has been actively involved in community activities, having served with the Executive Board of the NAACP, Plain-field, 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 Excellence in Equal Employment Opportunity.

Varnado is married to the former Theresa E. Scott of Charleston, South Carolina. They have three children.
Fact sheet - newly commissioned
Fargo Airport traffic control tower


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. Goeman & 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.

NDAA President appoints convention committees

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

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

COMMITTEES
Convention
Ron Ehlers
Bill Beeks
Robert Odegard

Membership and Registration
Fred Anderson - Chairman
James A. Griffin

Resolutions
Jack Daniels, Chairman
Dennis Rohdts
Mike Pfau

Nominations
Harold Parkins, Chairman
Jay B. Lingquist
Allen Lahren

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

ND NDAER Commission meeting in Fargo.

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.
General Aviation Around The State

OAKES

Planes 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 1000 left for a turf runway. The City Council recognized the value of a municipal airport and is determined to find another site.

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 the 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 full 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, and planed 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 6,660 pounds in July at Bismarck, an increase of 184 percent.

Big Sky Airlines in October loaded 1,066 pounds at Dickinson and off-loaded 6,747 pounds of air freight for a total of 7,813 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 4,560 pounds at Williston and off-loaded 13,632 pounds of air freight for a total of 17,702 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 3.3 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. 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 5000' 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 runways.

The new airport is located 2 miles north of town and just east of the highway.
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 30th 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: 781-2133

Thanks again for printing our material in Relative Wind.

Sincerely,

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

Carbon Monoxide detectors a must

During the next few months, when aircraft cabins or heated cockpits 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.