The association was represented with a booth at the November North Dakota Agricultural Association short course at NDSU in Fargo.
From Your President

By Robert Opegaard, NDAA President

The basic format for the upcoming convention is now set. Registration will begin at 11 a.m. Wednesday, January 16, 1980 at the Kirkwood Motor Inn, Bismarck, N.D.

Make your reservations now and when you register, inform the motel that you will be attending this convention. There is a block of rooms set aside for those attending the NDAA convention.

We were able to negotiate a special discount room rate this year. You must show your current NDAA membership receipt at check-out time.

The Wednesday afternoon program will be primarily ag oriented. There will be a panel discussion on container disposal and a speaker on sunflower insect damages and control.

The Wednesday afternoon session will also include the opening business meeting. Friday will focus on FAA safety, both 135 and Ag, FBO and 135 programs as well as fuel.

Thursday morning at 9 a.m. the convention meeting will resume. Recertification topics are that day's program. A small evaluation quiz will be given that afternoon by Adolf Gross.

A social hour and banquet will be held that night. The final business session will take place that afternoon. Saturday morning the board will have a meeting.

Recently I attended an Advisory Committee meeting at UND. We are checking into the possibility of the Aviation Department developing a program to give recurrent training for the 135 holders. A report on this should be ready by convention time.

We will be getting in touch with the CFT's to find the most efficient and effective way to handle their recertification needs.

You will be getting a letter soon on this topic. Please return the necessary information as soon as possible.

Before I close, I would like to address one other issue which surfaced late this fall. A group of citizens in western Minnesota have become upset over the misuse of aerial applications. You may have read some media coverage of this.

I attended this meeting of concerned citizens in Perham recently. I found it a hair raising experience. These people are determined to accomplish something other than making a little noise.

While I caution everyone to remember there are always two sides to every story, in this case it appears to me at this point that this group of people have a right to be disturbed.

Naturally, I am concerned for them and I am also concerned over the number of operators in that state who will in some way suffer because of this one situation.

And I have one thought over and over on this ... will our
From Your Secretary
By Jack Daniels, NDAA Secretary

Dear Fellow Operators

Things are moving forward with the plans for the annual meeting. Friday should be an interesting day for those in the FBO area of interest. Early morning activity will include a chemical safety seminar by a chemical expert from the FAA academy in Oklahoma City. Later in the day we will get into the whys and wherefores of air taxi/charter accidents and hopefully get into ways of keeping ourselves into safe skies.

Efforts are moving forward in our attempts to secure a reliable source of fuel for the 1980 period. This can be a very trying year for liquid fuel users. The push to cut back drastically our foreign crude imports is moving forward quietly but forcefully. The state will be pushing a motor gas fuel retaining program up to the front burner very soon and that will call for less motor gas production, more refinery capacity left idle and perhaps a way to get more aviation product.

At any rate we are looking at some real tough times ahead for liquid fuels. As the price gets high enough and the general use diminishes we may find adequate supplies for those who can afford some.

The full brunt of a new FAR 135 is coming home to roost on the heads of those who are in that end of the business now. No single engine IFR is one area that is going to hit a lot of the membership hard. Weather requirements in the form of reports at the airport of intended landing is a real bummer. Hopefully we can get a representative from the G.A.D.O. to talk to us about ways and means of dealing with some.

The problem can be identified in FAR 135.181 (a.) (1.). Give it a look and govern yourself accordingly. FHR 135.181 (b.) (1.) may provide some help.

The annual meeting is scheduled to provide for a long open round table discussion of the issues facing the FBO and air taxi/charter operator.

Make plans now to be in Bismarck January 16-18 at the Kirkwood. We need your ideas on many issues and want to use you for resolutions of some of the problems.

JANUARY 1980

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<tr>
<th>Wednesday, January 16</th>
<th>Thursday, January 17</th>
<th>Friday, January 18</th>
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<tbody>
<tr>
<td>11:00 a.m.</td>
<td><strong>REGISTRATION</strong></td>
<td>7:30 - 8:30 a.m.</td>
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<td>5:00 p.m.</td>
<td><strong>RECORD OF ANNUAL MEETING</strong></td>
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<td>1:30 p.m.</td>
<td><strong>NDAA OPENING BUSINESS MEETING</strong></td>
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<td>3:35</td>
<td><strong>INDUSTRY PRESENTATION</strong></td>
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<td><strong>COFFEE BREAK</strong></td>
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<td>3:45</td>
<td><strong>PANEL DISCUSSION ON CONTAINER DISPOSAL</strong></td>
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<td>4:15</td>
<td><strong>INDUSTRY PRESENTATION</strong></td>
<td>11:15</td>
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<tr>
<td>4:20</td>
<td><strong>PEST MANAGEMENT AND SUNFLOWER INSECT LOSSES</strong></td>
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<tr>
<td>4:55</td>
<td><strong>INDUSTRY PRESENTATION</strong></td>
<td>12:00 - 1:00 p.m.</td>
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<td>6:30</td>
<td><strong>COURTYARD PARTY</strong></td>
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<td><strong>NDAA and Industry Membership</strong></td>
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**NDAA OFFICERS - 1979**

- **PRESIDENT:** Robert J. Odegaard
- **VICE-PRESIDENT:** Bill Beeks
- **SECRETARY:** Larry Linrud
- **TREASURER:** Ron Ehlers
- **PAST PRESIDENT AND NDAA DIRECTOR:** Robert Wood
- **EXECUTIVE SEC.:** Jack Daniels
- **SAFETY DIR.:** John Kuehn

**COMMITTEES**

**CONVENTION**

- CHAIRMAN: Bill Beeks
- COMMITTEE: Ben Meier, Robert Odegaard

**MEMBERSHIP & REGISTRATION**

- CHAIRMAN: Larry Linrud
- Ron Ehlers, John Kuehn

**RESOLUTIONS**

- CHAIRMAN: Jack Daniels
- COMMITTEE: Harold Parkin, Jay B. Lindquist

**INDUSTRIAL MEMBERSHIP**

- CHAIRMAN: Dick Kuklock
- COMMITTEE: Herb Deck, Ralph A. Bauer

**NDAA INDUSTRIAL MEMBERSHIP**

- Ciba-Geigy Corp.: Cessna Aircraft Co.
- Pennwalt Ag Chem.: AGSCO
- Dow Chemical USA: Piper Aircraft
- West Chem.: Van Dusen Aircraft
- Tasco Aviation: Gulf Oil Chemicals
- Midcontinent Aircraft: Otslund Chemical Co.
- Union Carbide (Amchem): Grand Forks Insurance Agency
- Aviation Underwriting Specialists
- National Aviation Underwriters
- Miller Chemical & Fertilizer Corp.
We recognize the importance of NAAA to the agricultural aviation operator, the direct and indirect benefits to our business resulting from NAAA's services, and wish to add our support to NAAA through Allied Industry Membership. We enclose our check for tax-deductible dues, for one calendar year, computed as follows: Our business is (Check one):

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AUS differs from most insurance agencies in several ways:

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2. All business is written by its own experienced sales force. As an example, L. John Weber is the AUS representative for Minnesota and the Dakotas. John has 18 years of experience in the aviation insurance field, and in addition, he is an experienced pilot holding a commercial pilot certificate with multi-engine and instrument ratings. Most of his thousands of hours of flying experience in the midwest.

3. AUS personnel handle all claims in order to assure fast efficient claims service to its customers.

4. AUS has representatives located throughout the U.S. with offices in Dallas, Texas; Bloomington, Indiana; St. Louis, Missouri; Melbourne, Florida; Rutland, Vermont; St. Cloud, Minnesota; and Cody, Wyoming. Two additional offices will be opening in 1980 located in Atlanta, Georgia, and Wichita, Kansas.

These are just a few of the differences in operation between AUS and the average aviation insurance agency.

Although there are a number of insurance companies writing aviation insurance, there are only a few who insure fixed base operators and still fewer who write insurance for agricultural operators. It is for this reason that AUS decided to specialize in insurance for all forms of commercial operations. We offer a full line of coverages to the FBO including aircraft liability and hull coverage, premises liability, products liability, hangar-keepers liability, cargo liability just to name a few.

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AUS's growth has far surpassed its most optimistic projections. Armed with the knowledge that our methods have proven acceptable to the customers whom we serve, and dedicated to the goal of constant improvement, we look forward to a lasting partnership with the aviation community.

Letter To The Editor

Mr. Larry Lanrud
Tri-State Aviation
Box 820
Wahpeton, ND 58075

Dear Larry:

Attached is the article for "RELATIVE WIND". I certainly appreciate the opportunity to get this exposure in your fine publications.

Best personal regards,

Ralph A. Bauer
President
Aviation Underwriting Specialists
JANUARY 1980
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The State of North Dakota has issued a Special Local Needs Registration (SLN) for the use of PENNCAP-M™ INSECTICIDE on field corn for the control of European Corn Borer.

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