

# RELATIVE WIND

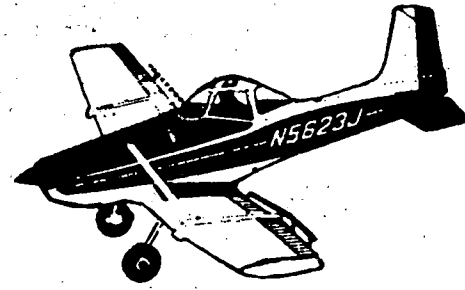
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July 1980

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## Aeronautics Commission grants \$35,850 for improvements at three airports



Harold Vavra

The Aeronautics Commission meeting in Bismarck on June 13, 1980 allocated state airport grants to three general aviation airports totaling \$35,850, according to Harold G. Vavra, director.

St. Thomas Municipal Airport Authority was allocated \$32,500 in state-aid funds for paying 50 percent of the cost of constructing a six runway and taxiway, apron gravel base to be paved with a double armor seal. Total cost of this improvement is estimated at \$65,000 including engineering with St. Thomas Municipal Airport Authority providing \$32,500 in matching funds.

A total of \$2,600 was allocated

in state airport funds to the Towner Municipal Airport Authority for paying 50 percent of the cost of a tractor with front-end loader and 6 foot rotary mower.

A total of \$750 was allocated to Glenburn Municipal Airport Authority for filling with black dirt a portion of a turf runway and for reseeding turf runway. Glenburn is to match this sum with \$750 in local funds.

### Backlog

The Aeronautics Commission has twelve additional general aviation airport applications (backlog) from airport authorities requesting state-aid funds totaling \$106,700. These will be considered later this year as state-aid funds become available. At the mid-point of 1980, the Aeronautics Commission has allocated a total of \$184,550 in state-aid funds for improvements at 16 general aviation airports, according to Harold G. Vavra, director.

### Total projects

The Aeronautics Commission has 14 carry-over airport improvement projects at general aviation airports which were allocated state funds in

the fall of 1979 totaling \$92,300, which will be paid as these projects are completed.

In summary including 14 carry-over projects from 1979 and 16 new projects in 1980, we

have a total of 30 general aviation airport projects which are under construction for which state-aid funds have been allocated to pay part of the costs.

## Vernon H. Baltzer, longtime aeronautics official dies at Bismarck at age 59

Vernon H. Baltzer, Bismarck, 59, assistant director of the North Dakota Aeronautics Commission, died of an apparent heart attack at home on June 10th.

The funeral for Mr. Baltzer was held on June 13th in Bismarck at the Lutheran Church of the Cross. Burial was in Napoleon, N.D. at the Napoleon City Cemetery. The body was flown from Bismarck to Napoleon with an escort of 15 general aviation planes carrying 60 persons to Napoleon to participate in the final burial ceremonies in the afternoon there.

Mr. Baltzer was born January 12, 1921 in Emmons County and grew up and attended school in Napoleon, N.D. He served in the U.S. Air Force from 1942 to 1945. He married Barbara Greith, April 21, 1947 at Jamestown, N.D.

While in Napoleon, Mr. Baltzer was past president of the Logan County Farm Bureau, and the Napoleon PTA and past commander of the Barry-Hoof American Legion Post in Napoleon.

In 1958, Mr. Baltzer and his family moved to Bismarck, when he became assistant director of the North Dakota State Aeronautics Commission on July 1, 1958, which post he held for 22 years until his death. An active pilot, Mr. Baltzer logged over 8,000 hours.

Harold G. Vavra, state aeronautics commission director said Mr. Baltzer was in charge of the general aviation airport development program for the past 22 years. In that capacity, he was responsible for general aviation improvements under the state airport grant program throughout the state of North Dakota.

During the past five years, Mr. Baltzer was responsible for the planning and completion of many new or improved general aviation airports including Garrison's new airport and industrial airpark; at Rolla an airport expansion and paved

runway; at Napoleon where a new paved airport was built; at Oakes, where a new paved airport is under construction; at Beach, where a new paved airport was constructed; at Park River, where a new paved airport was constructed; at Cooperstown, where paved and expanded runway was built; at Mott where a new paved airport was installed; at Ellendale where a new airport was constructed with paved facilities; and many others in North Dakota. Also in the past few years he directed the installation of airport runway lights at over 30 general aviation airports.

Mr. Baltzer was commandant of the Civil Air Patrol cadets and a CAP lieutenant colonel, and took part in many search and rescue flights conducted by the North Dakota Wing of the Civil Air Patrol.

At the time of his death, Mr. Baltzer was president of the "Prairie Buzzards", a glider club at Bismarck, a group which he founded.

Survivors include his wife; a daughter, Mrs. Glen (Sharmen) Newman, Hibbing, Minn.; four sons, Michael, Tim, and Terry, all of Bismarck, and Bruce, St. Paul, Minn.; his father John, Napoleon; two sisters, Mrs. Dick (Ruth) Reynolds, Bellflower, Calif., and Mrs. Robert (Linda) Mitzel, Hampton, Va.; two brothers, Arthur, Woodside, Calif., and Robert, Garden Grove, Calif., and two grandchildren. The funeral was handled by the Nickisch-Ressler Funeral Home, Bismarck. The Rev. Douglas Thorkelson, officiated at both Bismarck and Napoleon.

The members of the North Dakota Aeronautics Commission, its director and staff along with the entire North Dakota aviation community will greatly miss Mr. Baltzer's enthusiasm and energetic development of all phases of aviation in North Dakota.

## Eugene Swanson joins Elliott Beechcraft

Elliott Beechcraft is pleased to announce the appointment of Eugene (Gene) A. Swanson as Service Coordinator for their Minneapolis operation.

In this new position, Swanson will assume total responsibility for marketing, sales, and quality control of Elliott Aircraft Service Department. (Elliott Beechcraft is the exclusive distributor for Beech airplanes, parts and accessories in the Up-

per Midwest and also maintains one of the largest service facilities in the area).

Prior to joining Elliott Beechcraft, Swanson was the Director of Aircraft Maintenance and a pilot for the Flight Department of Winnebago Industries, Forest City, Iowa. A graduate of Embry-Riddle Aeronautical University, Swanson has an FAA Airframe and Powerplant license with Inspectors authorization and holds a Commercial Pilot Certificate.

He has logged in excess of 4,000 hours with extensive experience in Beechcraft Bonanzas, Barons, and King Airs and Lear Jets. Swanson has completed the Beechcraft King Air Maintenance Schools in Wichita, Kansas and the Maintenance Training Program of Flight Safety International.

Swanson worked as an insurance adjuster on aircraft claims before joining Winnebago Industries. A native of Britt, Iowa, Swanson and his family will reside in Eden Prairie.



Eugene (Gene) A. Swanson

## Fargo native recognized by federal agency

Naomi Voltz, a former North Dakota resident and now a program analyst at Federal Aviation Administration regional headquarters in Anchorage, Alaska, has been named the agency's top "suggester," the FAA announced.

Voltz, a Fargo native who grew up in Galesburg, was named "Suggester of the Year" in competition with FAA employees from 50 states who sub-

mitted suggestions for improving operations and saving federal funds.

Her suggestion, which led to substantial economies in the purchase of fuel for FAA stations in Alaska, won her a check for \$1,260, a congratulatory letter from FAA Administrator Langhorne Bond, and a plaque presented in Anchorage.

Her federal career in Alaska began in November 1969 as an accounting clerk at Elmendorf Air Force Base near Anchorage. Shortly thereafter, she transferred to FAA regional headquarters in Anchorage as an accounting technician and worked her way up the career ladder to her present key position as a program analyst.

She is now attending evening classes at the University of Alaska and hopes to receive a bachelor's degree in financial management and economics next spring.

Her parents, Mr. and Mrs. Joseph Moen, both retired, now live in Galesburg.



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## From Your President

By Bill Beeks, NDAA President

North Dakota has lost a great supporter of the small town airport with the passing of Vern Baltzer. In his 22 years with the Aeronautics Commission he has worked to improve airports throughout the state. He has helped to secure improvements to old airports and in the construction of new airports to communities that were seeking these improvements. He worked hard to see that the airports would serve both present and future needs.

We have had one fatality this year. From information I have received, John Lewis was killed when his airplane stalled while attempting a downwind pullup over some trees. Remember that you cannot exceed the capabilities of the airplane or of yourself without serious consequences.

I have received one report of a possible shortage of 80 octane aviation fuel and while checking on it found that in another area there is a surplus of 100 octane fuel. These spot fuel situations are apparently the result of the spotty rainfall that is being received this year. Some areas are doing more spraying while others are doing less. Mr. Vavra has been working with the fuel problem in the past and it may be that he is the first person to contact in the event of a problem. He knows whom to call in the event you either have too much fuel or not enough. With a little coordination we will all have enough to last us for the season.

## From Your Secretary

By Jack Daniels, NDAA Secretary

Fellow Operators:

This issue of Relative Wind could not go to press without some comment about our departed friend Mr. Vernon Baltzer.

I do not feel qualified to set to this paper a real eulogy for Vern, but I would like to make some observations on the subject of our friend.

Twenty years ago Vern put together our association's annual meeting, worked as our secretary, attended all our board meetings, keeping the minutes, carrying on the record of our activities. Vern was, the hub, the center, the inspirator of the suture of our state aviation group.

He served us without prejudice, cooperation and limited accolades from us. But he continued to serve.

Vern worked in the operations area of the North Dakota Aeronautics Commission, making do with everyones second, third and fourth hand equipment. He was a doer, not a side stepper, moving through the real world with a minimum of fuss and bother about paper, politics, and concern for reasons for not doing something. His concern was that of finding ways for getting something done.

Vern was probably the most knowledgeable single individual in North Dakota when it came to the operational aspects of our state airports. He had more information in his head than will ever get put on paper.

All of Vern's 22 years of service are going to be tough to replace and he will be a hard person to follow. We will surely miss Vern's down to earth, practical, common sense approach to our state's aviation community.

We wish his family the very best and stand ready to serve them in any way we might possibly be of assistance.

### RELATIVE WIND

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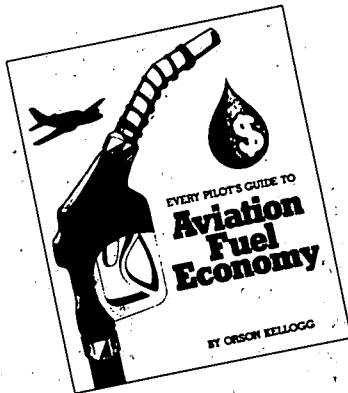
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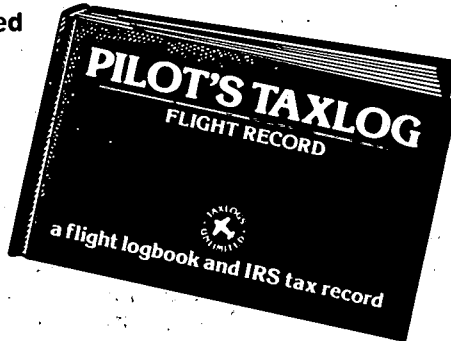


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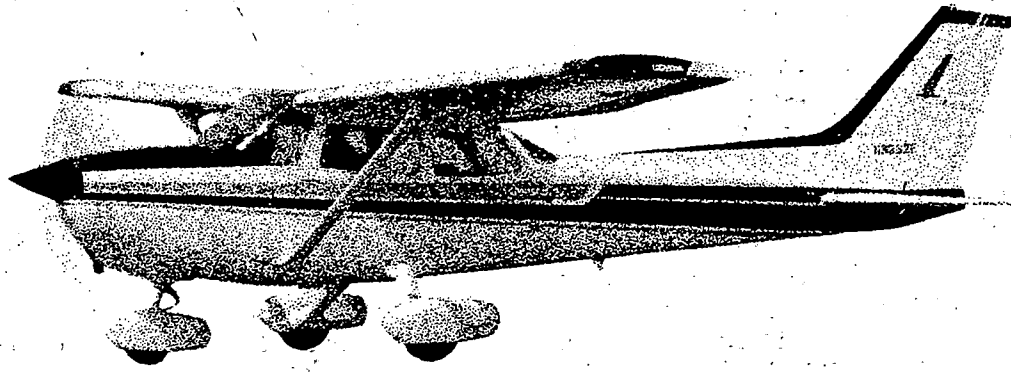
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# Aviation fuel taxes unchanged to October 1st

(By Harold G. Vavra, director State Aeronautics Commission)

The U.S. House of Representatives on a favorable vote of 394 to 20, extended the present level of aviation fuel taxes until October 1st. Without passage of the three month status-quo extension, the federal fuel tax on aviation gasoline and jet motor fuel would have dropped from 7¢ to 4¢ per gallon on July 1st, and the 8 percent passenger ticket tax would have dropped to 5%; and the federal registration fee and poundage tax would have totally expired on July 1st. The U.S. Senate is ex-

pected to pass the temporary extension bill in late June and get it to the White House in time to meet the July 1st deadline.

## Amendment abolished federal registration and pound tax

In the meantime, the U.S. House Ways and Means Committee has passed amendments to the Airport-Aid Bill which will abolish the federal registration fee and poundage tax on all general aviation aircraft. This amendment repeals the \$25.00 annual federal registration fee and the 2¢ per pound tax on all general aviation aircraft having a take-off weight in excess of 2,500 lbs., in piston powered planes. It also eliminates the 3.5¢ per pound tax on turbine powered general

aviation aircraft. All airline aircraft and those aircraft classified as commercial aircraft will continue to pay the federal registration fee and poundage tax. (On demand air — taxi aircraft of 6,000 gross pounds or less are classified as non-commercial aircraft and would be exempt of the tax).

The trade-off for the elimination of the annual federal registration fee and poundage tax on general aviation, — is a committee amendment in the bill which will increase the present level of aviation fuel taxes from 7 to 8½¢ per gallon on both aviation gasoline and jet motor fuel, used by non-commercial aviation.

General aviation aircraft owners who fly an average number of hours annually will probably pay less or about the same total taxes under this amendment. General Aviation operators of turbine powered aircraft or pure jet business aircraft operating in excess of 500 hours per year would pay more over-all taxes. The change-over in tax levels is targeted to take place on October 1st, provided the U.S. House and Senate can agree on the overall contents of the new five year airport-airway renewal legislation. If agreement is not reached by October 1st, then all new federal-aid funds for airport improvements will be in limbo.

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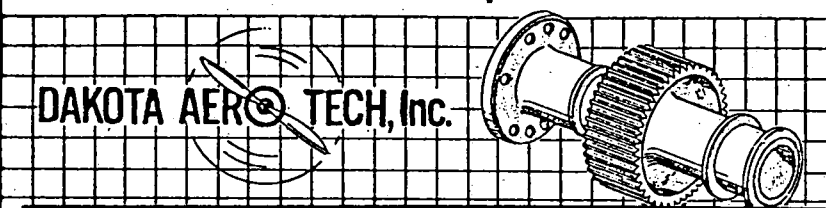
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1978 Bellanca 7GCBC. Citrabia. 40 TT. Factory New. Never Sold. Full Investment Credit Available. Escort 110. 850x6 Oversize Tires. Constant Speed Prop - Fresh Annual: Date of Sale.

1979 Turbo 310R-H: Serial No. 1664. 80 TT. burnt orange/butterscotch on white. w/matching dark orange vynal and fabric interior. 400 Avionics. yaw dampner. 800 encoder and alert system. RDR 160 weathervision radar. AA-100 radio altimeter. 3 inch HSI slaved. 400 DME. 1000 RMI. marker beacon muting. 400 R-Nav. digital clock. IVSI. FLT HR recorder. SYNC TACH. 100 amp. alternators. nose carpet baggage area. passenger curtains. known deice. hand fire ext. fuel flow management computer. LH fuel locker (183 gal.). low level fuel warning. ice plates. inertial real harness. dual rotating beacons. electroluminescent panel lighting. courtesy lights wing walk and lockers. strobes. six port oxygen 76.6 cu. ft.. accumulators. P and CP vertical adjusting seats. warranty and full investment tax credit. 8 year financing. immediate delivery. List: \$237,971.89

1978 A-36 Bonanza: N-2202G. 180 TT. complete Collins radio pkg. w/KNS-80 R-NAV system. KFC 200 A P. HSI system. 3 blade prop. club seating. desk. absolutely loaded. like new condition

1977 Piper Archer II. N4750F. 500 TT. KX 170B. 86 ADF. KT 76 Transponder. Executive Group. Strobes. Sound-proofing. One Owner. Always hangered in a heated hanger. \$28,900.00

1977 Piper Arrow III. 201. N150RL. 250TT. KMA 20. (2) KX 175B's. G/S. KT 76 with Encoder. KN 61 DME. Strobes. Super Soundproofing. C-1 Autopilot (Coupled). November 1979 Annual. \$44,900.00

1977 Piper Archer II. N4731F. 705TT. KX 170B. K1 201. KT 76 Transponder. Executive Group. Strobes. Soundproofing. \$28,900.00

1976 Piper Arrow. N8508C. 730TT. CP 125 Audio Panel and 3 Lite Marker. Narco Com 11. Mk 12B. Nav 12 with G/S. KR 86 ADF. AT 50A Transponder. UDI-4 DME. \$34,900.00

1976 Cessna 185. N3473Y. 355TT. Dual KX 170B's. KT 76 Transponder. KR 86 ADF. KMA 20 Audio Panel with 3 Lite Marker Beacon. Century II Autopilot (Coupled). Long Range Fuel. Non-Congeaing Oil Cooler. Float Kit. Six Place Utility Interior. 1 Owner. \$44,900.00

1976 Bellanca. 7KCAB. N5395S. 1000TT. 25 Since Factory New Engine. Inverted System. Escort 110. Fully Aerobatic. \$17,900.00

1974 Piper Warrior. N43717. 1550 SMOH. Dual KX 170's. G/S KT 76 Transponder. KR 85 ADF KMA 20 Audio Panel with 3 Lite Marker Beacon. A fully IFR airplane at not much more than the cost of radios. \$17,900.00

1974 Navajo B: N-7405L. 2300 T.T.. 550 Factory remans. full deice. air. wing lockers. executive interior. bar. potty. King Silver Crown Pkg.. Altimatic III B-1 CPLD. AVQ-47 RDR. one owner. original trim on white w/matching blue interior

1973 Cessna 182. N58506. 1350TT. 500 STO. Dual Nav Coms. ADF. Transponder. DME. No Damage. \$24,900.00

1973 Cessna 340: Serial No. 251. 310 HP Western Skyways engines. 1930 TT. 600 on engines. 400 Series equipped. KN-65 DME. EDO-AIR NSD 360 slaved HSI. 47. RDR 400 A Nav-O-Matic CPLD. dual ADF. full deice. AI W S 208 gal. fuel. angle of attack indicator. prop sync. corrosion proofed. all the options. fresh license. one owner. no damage. original and nice. White orange red trim on white with genuine deep pile New Zealand sheepskin seat covers. manchester curtains. one of a kind and very nice.

1972 Piper Arrow. N5028T. 2500TT. 750 SMOH. Com 11. Nav 11. KX 170. K1211. ADF 31A. AT 50A Transponder. Audio Panel with 3 Lite Marker. Autocontrol III. Electric Trim. New Paint. \$26,900.00

1971 Cessna 150. 300 Nav/Com. 3500 TT. 1350 SMOH. Recent Annual. New Paint. \$7,950.00

1969 Cessna 150. 3500TT. O SMOH. New KX 145. Fresh Annual. \$7,350.00

1969 Piper Cherokee Six/300. N4296R. 80 SMOH Engine and Prop. KX 170. K1 201. KT 76. New Upholstery. Seven Seats. Nice In and Out. \$28,900.00

1966 Mooney Super 21. 9300M. 3964TT. 900 SMOH. Full IFR. \$23,900.00

1966 Piper Aztec. N54504. 3300TT. 1650 SMOH. 150 on Props. Dual KX 160's. KR 85. T12C. KN65. KT 76. 3 Axis Autopilot. New Paint. Original Nice Interior. (For our Canadian Customers. Taxes are Paid on This One). \$38,900.00

1965 Cessna P206. N2550X. 2250TT. OSMOH. MK 12. VOA 4. ADF and Transponder. New Paint. Call Monroe on This One!

1963 Cessna 310. N1021Q. 3500TT. 1500 SMOH. Dual MK 12's. G S. ADF. Encoder. UDI-2 DME. 3 Year Paint and Interior. No Damage. \$24,900.00 AS Is. \$38,900.00 O SMOH Firewall Forward and Fresh Annual

1960 Cessna 210. N210W. 600 SMOH. Mk 12-360. KX 160. Recent Poly Paint and Interior. Fresh Annual. \$19,900.00

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July 1980

RELATIVE WIND

Page 5

## From General Aviation District Office

As many of you are aware, even though the 1980 ag season is still young, we have experienced three serious ag aircraft accidents in North Dakota — including one fatality.

The accident factors involved continue to be the same factors that have been plaguing us for years. Let's take a few moments to mentally reflect upon some of these adverse problem areas and to direct our thinking toward "safety."

Briefly, the two non-fatal ag accidents were quite similar in contributing factors in that they involved a stall during the downwind turnaround maneuver. Both aircraft were lightly loaded, the degree of bank was steep, pilot attention was diverted (distraction), and the aircraft stalled. Both aircraft were heavily damaged and there were failures of the pilots' safety restraint systems. The pilots suffered some injury. The key words in this paragraph are: lightly loaded, downwind turnaround, steep bank, pilot distraction, stall, and failure of safety restraint systems.

The fatal accident involved a low ag time pilot dispensing one of his first loads of the season. The pilot had just returned to the field with a new load (130 gal. in a PA-25) and made a downwind swath run. On pullup, the aircraft failed to clear obstructions and struck branches near the top of a dead tree with the left wing. The aircraft struck the ground in an in-

verted attitude approximately 500 feet beyond the trees. The angle of impact with the ground was near vertical. Some factors involved in this accident were: heavy load, tailwind component, density altitude, obstructions and high angle of attack. One additional comment: The pilot was not wearing a helmet.

To reemphasize some of the causal factors mentioned:

1) **Protective equipment:** Good crash helmets are a vital piece of safety equipment. Head injuries result in a majority of serious and fatal injuries received in aircraft accidents. Helmets have proven themselves in saving lives. Don't take a chance putting out even one load without wearing a good quality hard hat. The last two fatally injured ag pilots in North Dakota were not wearing helmets at the time of their accidents — even though they "normally" did.

2) **Shoulder harness and seat belts:** During our inspection of ag aircraft, we find many harnesses and seat belts to be in a deteriorated state. The only reason you are wearing them is in case the aircraft comes to an abrupt halt; and then if they fail, they aren't going to provide much protection.

3) **Fatigue and complacency:** A tired pilot is a dangerous pilot. Past accident records reveal most accidents happen to a pilot who has been working hard and pushing to get the work done. They generally do

not occur in the early morning hours when the pilot is fresh. The middle of the day when it is hot or along towards evening when complacency sets in are the times to be aware.

4) **Downwind turnaround:** The turnaround maneuver following a downwind swift run can be a toughy and stretch the pilot's skill to the breaking point. As stated earlier, already accidents have occurred this year when the aircraft stalled during the downwind turn. The problem here is that as the aircraft initiates its pull-up from approximately five feet AGL to possibly 100 feet AGL, the tailwind shears to an increased tailwind component (possibly an increase of 5-10 knots). This results in an abrupt loss of airspeed because the aircraft mass does not instantaneously accelerate at the point of shear. So initially, the airspeed decreases, the aircraft tends to pitch down and the altitude tends to decrease. In attempting to maintain the positive climb rate, the pilot reacts by increasing the pitch attitude resulting in a critical angle of attack. Any bank input to accomplish the turnaround further increases the angle of attack. The aircraft is now operating in the region of reverse command (behind the power curve) and there isn't much performance left for completing the turn. The culprit here is wind shear resulting from the fact that friction with the earth's surface reduces wind velocities next to the ground. As we go up in altitude, the surface friction component is reduced resulting in increasing wind velocities as we climb to 100 feet AGL or above.

5) **Density altitude:** As the temperature and/or humidity increases, the D.A. increases and aircraft performance and capability goes down. When the 60 degree temp. at 7:00 a.m. becomes 70 degrees F. at 9:00 a.m.; we must reduce the number of gallons we try to take off with. Not to do so can result in extensive aircraft repairs.

6) **Pesticides:** Because of the large increase in row crops such as sunflowers, etc., we are seeing a tremendous increase in the amount of insecticides used in North Dakota. Whenever handling or applying any

insecticide (especially organophosphates or carbamates), use extreme CAUTION as well as protective equipment such as rubber gloves, facial respirator, and other protective clothing, as necessary. Don't wear soiled or contaminated clothing. Leather gloves and leather shoe soles are a NO-NO. They serve only to absorb chemical. Post your nearest Poison Control Center name and Phone number and familiarize all employees and family members with it.

These are but a few of the many safety items to keep in mind when conducting agricultural operations. I would like to encourage you to discuss these and other safety items will all other pilots you may employ. Should you have any questions or wish to discuss any safety area of agricultural aircraft operations, please feel free to call or write us. We are also interested in hearing about any problem areas you may have.

We wish you a good, prosperous and SAFE 1980 ag season.

Michael G. Beiriger  
Accident Prevention  
Program Manager



### Send In Suggestions

Readers are encouraged to send in suggestions for articles in future issues of Relative Wind. This is your magazine and we would like to hear from you.

Would you like features on fellow members? What issues face you in your business life which you think should be covered in this magazine?

Your suggestions are welcomed and encouraged.

## JAMESTOWN AVIATION, INC.



CESSNA SKYHAWK

**1976 CESSNA 182 II**  
1586 TT, 50 SMOH, 2-KX-170B's, KMA 20 Audio Panel W/3 LMB, KR 84 ADF, KT 76A X-ponder, 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  
**\$29,500.00**

**1977 PIPER LANCE**  
400 TTSN, 2-KX-170B's, KMA 20 Audio Panel W/3 LMB, GS, KT-76 X-ponder, KN-65 DME, III B A/Pilot w/couplers, Conference Seating, EGT, LR Fuel, Tinted Windows, Elect. Trim, HD Brakes & Tires, Sound Proofing, GSP, New Annual, NDH, One Owner, Brown/Gold, Brown Indian Interior. N561F  
**\$56,000.00**

**1971 PIPER 235 PALONEE**  
Flagger, Spreader  
**—Call For Price—**

**1979 CESSNA 172 II**  
491 TTSN, 300 Nav/Com, 400 G.S., 300 ADF, 300 X-ponder, 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  
**\$ Call Us**

**1968 PIPER 260 PALONEE**  
Flagger  
**—Call For Price—**

**1978 CESSNA 182RG II**  
390 TT, 720 Nav/Com, GS, 300 ADF, 300 X-ponder, 200 A/Pilot, Post Lights, Courtesy Lights, Rear Seat Vents, Hobbs, RH Hinged Window, Winter Kit, Marker Beacons, Blue/White, Blue Interior. N7369X NDH  
**\$42,000.00**

## JAMESTOWN AVIATION, INC.



PIPER PAWNEE BRAVE

**1979 PIPER TOMAHAWK**  
160 TT, KX-170B, KT-78 X-ponder, Pilot Heat, Post Lights, ELT, Brown/White, Tan Interior. N2589C NDH  
**\$ Call Us**

**1980 PIPER ARCHER II**  
68TT, KX-170B, KN75 GS, KMA 20 Audio Panel, KR 84 ADF, KT-78 X-ponder, Executive Interior, Strobes, GSP, EGT, IIB A/Pilot, Sound Proofing, OH Vents, Tinted Windows, Black/Gold/White, Gold Interior. N8114H NDH  
**\$42,000.00**

**1970 PIPER NAVAJO B**  
3300 TT, 1050 SMOH, L&R, 2-KX-170B's, KR-85 ADF, KT-76 X-ponder, 190 DME, KNX 40, Radar, IIC A/pilot with couplers, GS, C. Pilot Instruments, C. Pilot Brakes, Cabin Divider, Executive Tables L & R, Toilet & Bar, Oxygen, 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**  
245 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 256 Ind, DME, KA 58 DME Hold Switch, Red/Gold/Black, Black Interior, NDH N2510M  
**\$152,000.00**

**1978 BRAVE 375**  
150 TT, Each, HI Density Combo Less Spreader, Side Load (Both), Spray System Shut Off, Spray System Suction Strainer, Nav & Strobe Lights, Landing & Taxi Lights, Inst. Lights, Cabin Heater, Aux. Power Recep, Left Step, Assist. Handle, NDH, Red/White, Like New  
**\$61,500.00**

**1978 AG CAT.**  
450 HP, FTO, 20 Hrs., B Model High Density Combo, 80 gal fuel, 12 volt, side load, Nav Lights, APU, In-Line Strainer, Pilot/Cool Seat.  
**\$68,000.00**

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# CAB probes air ambulances

By Howie Kurtz

(Reprinted from the Washington Star, May 17, 1980.)

The Civil Aeronautics Board is investigating two Washington area firms it says may be exaggerating their claims of providing medically equipped airplanes to transport ailing patients.

The firms, calling themselves air ambulances, offer emergency services and equipment to patients who must travel long distances by air, but

they frequently fail to provide oxygen, drugs, stretchers, medical attendants or other basic services, investigators found.

One of the firms, Aviation Enterprises, "may be engaged in an unfair and deceptive practice" by billing itself as an air ambulance, CAB officials said in a letter to the company.

But Chip Burton, an official with the firm said, "We are as reputable and do as good a job

as anyone in the business."

The issue was brought to light by Rep. Bob Eckhardt (D-Tex.) at a recent hearing of the House Commerce subcommittee on oversight and investigation.

"An air ambulance can be anything from an ordinary air taxi hauling people with collapsed lungs," Eckhardt said. Some firms imply that their services are certified by the federal government he said, "and that is totally false."

Aviation Enterprises which is based at National Airport advertises itself in the yellow pages as an "air ambulance service" with "Federal Aviation Administration-certified

pilots and aircraft medical attendants (and) special equipment." But House investigators found the firm, formerly called Federal Airways Cor., does not provide oxygen, an emergency drug kit or intravenous drug hookup. It does have a stretcher and a medical attendant available.

Burton insisted that his firm has "the most modern equipment and well-trained crews. We never take chances with people whose condition is beyond our capability."

"There are simply no planes built for the purpose of being ambulances," Burton explained. "As far as advertising goes, competition breeds the phraseology. If you want to take your invalid mother somewhere and you see "air ambulance" in the phone next to "air taxi" which one would you choose?"

CAB officials are also looking into Hinson Airways, which is based at Baltimore-Washington International Airport but also serves National Airport.

A spokesperson for Hinson said, "We offer a twin-engine airplane and the pilot, and we can install a stretcher." She explained, "We are not set up for any kind of oxygen or special care, and the patient has to provide his own attendant. But we are very selective about patients and we don't take anyone we can't handle."

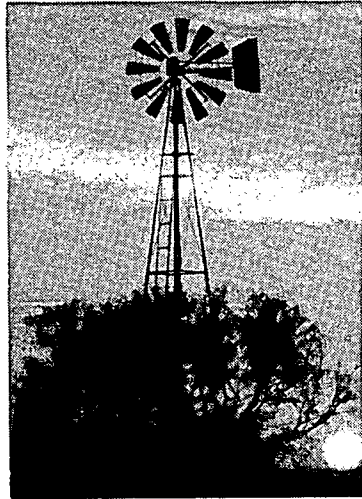
Reuben Robertson, CAB's consumer protection chief, said his agency isn't seeking to regulate air ambulances. He said, however, he is prepared to bring a formal proceeding against these and other firms if they engage in misleading advertising.

**EDITOR'S NOTE:** As you can see, there are some big names behind this push. We might best consider where we are going with this issue, again.

My suggestion would be the elimination of the words "air ambulance" in our commercials and advertising. It has been suggested we come up with a new word or group of words. One suggestion is "patient air transport" or "medical air transport." The word "ambulance" has a meaning for the average person that would tend to indicate a service we do not provide.

Give it some thought. You are going to have to be ready to respond.

## From The Windmills Of My Mind



By Patricia J. Estes

We've gotten calls, letters and in person comments on the new Relative Wind. Readers like it! Advertisers like it!

What I want to talk about at this point are the advertisers. Much of the cost of Relative Wind will be borne by advertisers. The contribution from North Dakota Aviation Association and the N.D. Aeronautics Commission provide the foundation for Relative Wind. Advertisers will allow us to build this magazine into something very unique and special.

Take time to notice who is advertising in these pages. If you see a firm advertising that you do business with, then let that advertiser know you appreciate seeing his ad in the Relative Wind.

If you don't see an ad from a firm with which you do aviation business, ask that firm to consider advertising in Relative Wind.

I'd also like to comment on NDAA membership. NDAA represents the interests of North Dakota aviation along with the capable state Aeronautics Commission.

NDAA represents your interests even if you are not a paid up member!!!! You get this magazine free whether you are a NDAA member or not.

What that means is some one else is paying your fair share. Take the time today to clip out the membership coupon in this issue's magazine and join NDAA. DO IT NOW. Thanks.

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Are you a current paid up member of NDAA? If not, why not? NDAA is the state organization working for the aviation industry.

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Aviation is facing some critical issues... fuel, in-

creasing regulations, problems caused by spiraling inflation.

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## Airport dedications and air shows

DICKINSON—JULY 5, 1980  
(Saturday)

Airport Dedication at 6:00 p.m. (Mountain Daylight Time)

Air Show at 7:00 p.m. (MDT) By Pietsch Flying Service Minot, N.D.

Fee Hangar Dance at 8:30 p.m.

Dedication at Dickinson Municipal Airport involves \$850,000 improvement with new paved runways, taxiways and apron.

PARK RIVER—JULY 13, 1980  
(Sunday)

Grand Opening and Dedication of the PARK RIVER MUNICIPAL AIRPORT.

Flight Breakfast from 8:00 a.m. to 1:00 p.m. served by Park River Lions Club.

Afternoon—Air Show, parachute jumpers, model airplanes—Flying contests.

Prizes for Oldest and Youngest Pilot and for Oldest airplane and for flyer coming from the greatest distance. (Event sponsored by the Park River Airport Authority).

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1979 PIPER ARCHER II

Exterior: Juneau White Madrid Red, Las Vegas gold, Interior: Gold, Total Time 273, KX 170B NAV, KT 78A, Transponder, Autocontrol 11B Auto Pilot, Pitot heat, Annunciator Panel, EGT, TAS Indicator, VOR, Strobes.

1978 PIPER TOMAHAWK

Exterior: White Blue, Interior: Blue, KX 170B NAV, KT 78A Transponder, Electric Clock, Pitot Heat, VOR, TAS Indicator, Strobes, Narco ELT 10.

1980 PA-28RT-200 ARROW IV

T-Tail, TTSN 115 Hour August 80 Annual, Nav. Comm. Dual RX 170B with Glidescope and Loc, ADF KR86, Transponder KT78A, Auto Control 111B KMA20 Audio Panel with MRK BCN. \$43,000.00

1980 PA-28-161 WARRIOR

TTSN: 250 August 80 Annual, Nav. Comm., KX 170B, Transponder KT78A. \$34,000.00

1980 PA-28-161 WARRIOR

TTSN: 250 August 80 annual, Nav. Comm., KX 170B, Transponder KT78A. \$34,000.00

1977 PA-28R-201T TURBO ARROW

TT 1110 SMOH 120, Comm. Narco 11B 720 Ch., Narco 11A 720 Ch., Nav., Narco 122, Narco 121, ADF Narco 140, MKR BCN & Glidescope, Transponder AT 50A, Auto Control 111B. \$43,000.00



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