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FAA officials hear area air concerns

By Chris Paulson

Airport managers in North Dakota are upset over the proposed closure of an airport planning office in Bismarck. And, air traffic related to the oil boom is hurting facilities in western state towns and cities.

Al Varnado, regional director of the Federal Aviation Authority at Denver, spoke to these and other concerns voiced at a late September “listening session” at Bismarck. Also participating were six other FAA officials from Denver.

FAA officials from Denver were not on site by state authorities, the officials often responded

Federal aviation taxes reduced or suspended as Congress fails to act

By Harold G. Vavra, Director
N.D. Aeronautics Commission

Congress failed to act the renewal of aviation tax laws funding the Aviation Trust Fund when it adjourned in early October.

Failure of Congress to act means that federal aviation taxes were either eliminated or reenacted to the level in 1970, prior to July 1, 1970. In addition, on October 1, 1980, instead of the remaining, taxes going into the Aviation Trust Fund for use in financing improvements, the aviation taxes collected will go into either the General Fund of the U.S. Treasury or to the Highway Trust Fund. The Internal Revenue Service did not advise airports until mid-October of the changes in the federal tax laws which became effective October 1, 1980 as follows:

1. The 8 percent ticket tax on passengers on commercial air carriers dropped to 5 percent with the proceeds go into the General Fund of the U.S. Treasury in lieu of the airport trust fund. (Scheduled airlines dropped the tax to 5 percent on October 1.)

2. Aviation gasoline federal taxes dropped from 7 cents per gallon to 5 cents per gallon. The 3 cents per gallon federal tax collected by the airport at the retail level was eliminated.

3. Seven cents per gallon federal tax on jet motor fuel was eliminated as of October 1. This tax was collected at the airport retail level, and applied to general aviation purchases. Scheduled airlines were always exempt.

4. Federal registration and磅oundage tax on aircraft engines.

5. Five percent tax on air freight and cargo waybills eliminated.

6. Federal tax on aircraft and tubes remains, but proceeds go into the Highway Trust Fund in place of the Airport Trust Fund.

7. Three dollar departure fee on all passengers departing International flights eliminated.

Before the Congress adjourned, Senator Russell Long, Chairman of the Senate Finance Committee wanted to renew aviation taxes at the same level as existed before October 1, but Senator Howard Cannon, Chairman of the Senate Commerce, Science and Transportation Committee resisted this move and indicated he would fight the renewal bill on the floor of the Senate. The result of this conflict was that nothing was done.

It is very unlikely that the tax issue will be resolved in the Lame Duck Session of Congress scheduled to start on November 12 after the election. It appears that Senator Cannon’s position is that no new tax law should be enacted until the U.S. Senate and House of Representatives agree on the contents of a renewed Airport-Airway Development Act.

FAA Rocky Mountain region’s plan to eliminate the Bismarck FAA airport field office deferred for special study

Walter Barbo, Denver, Acting Chief of the FAA Airport Division of the Rocky Mountain Region has advised the Director of the North Dakota Aeronautics Commission that its plan to eliminate the Bismarck, N.D. airport field office has been deferred for a special management team study of the matter.

Barbo advised the director that within a week or 10 days, a special FAA management team comprised of FAA personnel, other than the airports division, will arrange to meet with Harold G. Vavra as Director of the North Dakota Aeronautics Commission and airport managers from some of the North Dakota air carrier airports, to study the question of continuance or elimination of the Bismarck FAA Airport Field Office.

After the management team has completed its review and study of the issue, it will make its recommendations on this matter to Arthur Varnado, Director of the FAA Rocky Mountain Region.

A passion for flying

By Tiny Macheel

As children we all dreamt of the exciting professions in our future. We may have aspired to be a nurse, an engineer, a pilot, truck driver, farmer, mommy or daddy, or any one of the fascinating jobs a person can hold.

For most, aspirations changed readily and frequently as we read books, saw movies, or watched television. For every new hero in our lives there was a new dream of the future.

There are a few people though who set a goal at an early age and like a homing pigeon, buck all adversities to reach their goal.

One such man lives in Wahpeton, N.D. At age three years he decided to fly airplanes. At age fifteen he began flying. He now teaches flying to others with the same dream.

James Aaldland, owner and chief flying instructor of Plains Aero, Wahpeton Airport, has a passion for flying.

Born in Plattsburg, S.D. he grew up in Moorhead, Minn. Jim has three sisters yet is the only member of his family to pilot his own planes.

At age 17 he entered the U.S. Navy and served as a Radar Operator for “3 years, 7 months, and 18 days.” He was a member of a Search and Rescue team in Viet Nam for 3 months. For his outstanding services, Uncle Sam awarded him an Air Medal.

After his service from the Navy, Jim attended S.E. State College in Durant, Okla. and M.S.U. in Moorhead, Minn. His majors were Business Aviation and Business Administration.

A self-confessed perpetual student, he continues to take classes at the rate of one per Continued on Page 3
lights there.

Jack Daniels, airport manager at Williston, said his air traffic "has increased at a tremendous pace" because of oil.

While FAA officials were sympathetic to the two men, all requests for equipment were met with only sympathy, and an occasional promise of "an I.O.U."

It was explained the FAA appropriations bill for the fiscal year had not yet cleared Congress. Also a federal hiring freeze permitted only one person to be hired for every two staff people leaving the department.

However, the audience was assured radar equipment had been budgeted for the Bismarck Airport. Construction would begin in the summer of '82 with full installation set for early '83.

With a military installation north of Bismarck, one pilot suggested the radar range should cover the 5-mile capacity of Fargo-Bismarck radar. "It kind of scares the heck out of us at times to look down and see a big B-52," he said.

Many in the large audience had traveled great distances to attend the FAA safety session and hearing held Sept. 25 at the Bismarck Holiday Inn.

In addition, airport manager Ekalaka, Mont., complained of the problems for airports and other planes with the town's current 2,800 foot gravel runway. His application for FAA grant money had not been approved.

Despite the complaints, FAA officials were well pleased with the turnout. The Bismarck hearing was the third in a series of seven scheduled for the eight-state region.

"The attendance here tonight is staggering. It attests to the general interest in aviation in this area," said Varnado at the end of the two-hour hearing.

Other regional FAA officials present were Paul K. Bohr, chief of the airport facilities division; Dave Myers, public affairs officer; Bob O'Brien, assistant chief of the air traffic division; Kevin Nobbing, acting chief of the air force division; Fred Jaeger, special assistant to the director and Timothy Lorenz, general aviation operations specialist.

Legal snarl clouds FAA expenditure of aviation trust funds for operations and maintenance of airspace system

By Harold G. Vavra, Director N.D.Aeronautics Commission

The 96th Congress adjourned without passing a law renewing the Airport-Airway Development Act. Both the U.S. House and Senate passed the FAA appropriations bills for the 1981 fiscal year beginning October 1, 1980, which was signed by the President.

The FAA appropriation bill provides $255 million dollars for FAA operations and maintenance of the airspace system; $350 dollars for airspace capital improvements and $85 million for research and development for a total of $960 million from the Airport Trust Fund, beginning on October 1, 1980.

A legal cloud has developed on these expenditures because Congress failed to enact an authorization bill, authorizing these expenditures. This matter could wind up in the courts if Congress cannot get itself organized on the contents of the renewal of the Airport-Airways Development Act.

The vast majority of federal programs calling for federal funding require BOTH authorizing legislation and separate appropriating legislation to give a program life. This is the case with aviation legislation handled by the Congress. In other words, the Congress in this instance, has appropriated $960 million to the FAA for operations and maintenance of the airspace system and for capital improvements and research, but has not enacted authorization to spend the funds appropriated, because of disagreements between the U.S. House and Senate of the contents of the authorization bill, which is a part of the renewal of the Airport-Airways Development Act.

Attend NDA

The North Dakota Aviation Association annual meeting will be January 21, 22 and 23 at the Holiday Inn in Bismarck, N.D.

If you want to 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 or someone involved in aviation in North Dakota, plan to be there.

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quad at the North Dakota State School of Science or Moorhead State University. At the same time he attended college, Jim attended American Flyers Training School in Ardmore, Okla. It would take an average person about five years to qualify for their pilot's license through this school but James Aadland is anything but average! By taking classes all morning and flying all afternoon, six days a week, this lover of planes completed the program in 1½ years.

He is now certified for the following: (1) Commercial Pilot, (2) Flight Instructor, (3) Instrument Rating, (4) Instrument Instructor, (5) Multi-Engine Instructor, (6) Basic Ground Instructor, (7) Advanced Instructor, (8) Instrument Ground Instructor.

Jim came to Wahpeton to manage Flight Development at the Wahpeton Airport. Shortly thereafter the owner was killed in an accident and Jim purchased the company from the estate.

He is now owner, manager, and chief flight instructor. Now owning two airplanes for training and rental, he averages 1,000 flying hours per year. Since 1976, when he obtained his license, he has flown approximately 1.5 million miles! His flying hours are more than his credentials or flying record is his fabulous passion for this profession.

Blue eyes sparkling with enthusiasm while relating the story of the flight, he describes Plains Aero matter-of-factly.

"Plains Aero was one of the best Federal Aviation Administration approved flight schools available. Our only business is Aviation Education. We have been training pilots for five years and our school has been F.A.A. approved for four of those years.

"What does that mean?" he asks, obviously not expecting an answer. "It means you can receive your pilot's license in less flying time than in a non-approved school. And that can save from hundreds to thousands of dollars by taking the course in our school.

"Our building is like his voice, and in a very persuasive manner, he continues to describe the company and its benefits to those interested in flying.

"Plains Aero uses the most popular training aircraft in the world, the Cessna 150. This aircraft along with the Piper Arrow offers the student the required training, from the basic to the complex.

"Enrollment in our school is limited to 20 students. This allows for personalized instruction, and for training to progress at a more individualized rate.

"We will train in any or all of the following courses: (1) Private Pilot, (2) Commercial Pilot, (3) Flight Instructor, (4) Ground Instructor, (5) Instrument, (6) Airline Transport Pilot.

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Jim Aadland

"If a person is interested in enrolling at the North Dakota State School of Science or flying the mandatory savings of $1,500 at NDSS and at Plains Aero can lead to a degree in Business Administration.

"A private license costs about $1,500," he continues. "We use the building block method of teaching. We call it 'Integrated Flight Training' but it's still the building block method.

"There are seven blocks and each is paid for in advance of the class. If the entire course is paid in advance, there is a 5 percent credit given which is equal to two hours flying time.

"The minimum time required to obtain a license is five weeks, maximum time is two years. The average person takes about six months.

"Fuel is one-half the cost of renting a plane," Jim muses reflectively. "And it's still the cheapest way to travel. For example: A round-trip from Wahpeton to Bismarck by car would cost $38. By plane the trip would cost $34. That's just the monitory savings. The time saved by a businessman would be invaluable!" We average 30 students a year, he continues, smiling slightly. "Our students are all ages and both sexes.

"My oldest student was 69 when he got his license. He is now 76 and flies to California routinely to visit his sister!"

Jim grins broadly now with eyes open wide, as if to reinforce the fact that age is irrelevant where flying is concerned. His expression is somewhat similar when he discusses women pilots. "In 1971, there were 20 women pilots in North Dakota. I taught 12. Of commercial pilots in the U.S., presently only 10 percent are female and the number is rising, as it should. Women are smoother or better on the controls but they don't seem to have as much self-confidence as the men. That too is changing," he stated appreciatingly.

It may appear that Jim's life is lived entirely for flying. Indeed he has a tremendous love for it but he also has another, and equally important love. She's his wife, LaVonne.

"We use the building block method of teaching. We call it 'Integrated Flight Training' but it's still the building block method."
Baker, President of AOPA, wants states to take aviation lead

John L. Baker, President of the 255,000-member Aircraft Owners and Pilots Association (AOPA) accused the federal government of lack of leadership in requiring states to take responsibility to solve the air transportation problems in the United States.

This industry spokesman is on the National Association of State Aviation Officials (NASAO) at its annual meeting in Orlando, Florida in early October. North Dakota is a member of NASAO.

Citing the Aviation Trust Fund, Baker, said, "It is a national scandal that the Aviation Trust Fund has more than $4 billion of unclaimed funds.

The users of the aviation system have been taxed for a decade, only to see the federal government confiscate the money to help make the federal deficit, which has never been money available but there has been no federal leadership.

Baker pointed out that if the interest on that surplus were spent at the rate of more than a million dollars a day, it would be necessary to touch the principal. The aviation funds are now in limbo, following the expiration of the Airport and Airways Development Act on October 1st.

With no action at the federal level, the FAA must look for the individual states to resolve the air transportation problems.

According to Baker, a report released by the National Transportation Policy Study Commission revealed that in 1973, more airport services and dollars were spent by the state governments than were spent by the Federal Government.

"The same holds true of 1976, and if the funds local governments spent are included, we find that more that 70 percent of all government expenditures on airports came from state and local sources," he said.

Baker went on to say that AOPA supports NASAO's position that federal funds should be channelled through the states.

He described the states as leaders in developing airport systems because of their awareness of the proper mix of general aviation and the airlines.

"We must continue to look to you, the states, for this action in our regions, states and communities." Baker concluded.

We, at AOPA, recognize that local problems can be best solved locally.

Charles D. Klessig, Galesburg, North Dakota (in summer months) and Bismarck, July, August, September.

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Big Sky Airlines passengers and air freight shows positive growth at North Dakota cities

Big Sky Airlines inaugurated air service in western North Dakota and eastern Montana cities on July 1 this year, replacing Frontier Airlines. Big Sky Airlines shows positive growth in both passengers and air freight during the first three months of service. Big Sky added Dickinson, North Dakota as an intermediate stop between Bismarck and Williston on August 21.

Month Passengers Boarded** Air Freight Boarded in Pounds

| At Bismarck: | July 253 | 3,856 |
| August 469 | 7,982 |
| September 690 | 8,391 |

| At Dickinson: | August (2 weeks) 61 | 63 |
| September 157 | 368 |

| At Williston: | July 756 | 3,491 |
| August 797 | 3,793 |
| September 798 | 4,737 |

** - Official air traffic figures furnished the N.D. Aeronautics Commission by Big Sky Airlines, Billings head office.

Arriving air freight at both Dickinson and Williston averaged about 3.3 times the originating air freight because the energy business ships in much more air freight than it ships out.

Big Sky Airlines received its second Swearingen Metroliner II from the factory in September and it was put into operation during that month.

New FAA airport control tower at Hector Field

A dedication ceremony marking the completion of a new FAA airport traffic control tower at Hector Field, Fargo was held on the new tower on the morning of October 28.

Speakers at the dedication ceremony included North Dakota Congressman Mark Andrews; Arthur Varrano, Director of the FAA Field Office, Mountain Region; Denver; City of Fargo's Mayor, Robert G. Lindgren and Harold G. Vavra, Director of the North Dakota Aeronautics Commission.

Nicholas F. Schuster, Fargo Chairman, and members of the North Dakota Aeronautics Commission attended the dedication in conjunction with a meeting of the Aeronautics Commission at Hector Field, Fargo in the afternoon of the same day.

Charles D. Klessig, Galesburg, North Dakota (in summer months) and Bismarck, July, August, September.

RelativeWind November 1980
North Dakota publicly owned air carrier and general aviation airports

The above map shows 103 North Dakota air carrier and general aviation airports owned and operated by public bodies including Municipal, County, Regional and Interstate Airport Authorities and cities. The 103 publicly owned airports are divided into 8 air carrier and 95 general aviation facilities.

There are 88 organized airport authorities of which 83 own and operate public airports and 5 airport authorities which are in the planning stage to build a new airport. There are 18 public airports owned by cities and 2 owned by the State Aeronautics Commission. The North Dakota Aeronautics Commission owns the International Peace Garden Airport, north of Dunseith and Border Airport north of Noonan, N.D.

The 83 airport authorities owning and operating airports are divided into five categories which are: 72 Municipal; 5 County-wide; 4 Regional; one Interstate and one Township airport authorities.

In addition there are over 150 privately owned airfields owned by farmers and ranchers. This map does not show the privately owned airports. If you want a North Dakota Aeronautical Chart showing all public and privately owned airports, please write to the Aeronautics Commission, Box 5620, Bismarck, North Dakota 58502 and request a copy.

The statewide total of general aviation aircraft and helicopters registered with the Aeronautics Commission is 1,838 of which .30% are agricultural spray planes and helicopters.

Place your ads in Relative Wind

To place an ad in Relative Wind, contact Richard Estes at 701-442-1501 or write to him at Prairie West Publications, Box 832, Wahpeton, N.D. 58601.

Safety seminar scheduled

The Fargo Flight Standards District Office will conduct aviation safety seminars at 7:30 p.m., Monday, December 1, 1980 in the Student Union Ballroom on the UND campus at Grand Forks and at 7:30 p.m., Wednesday, December 3, 1980 in Steven's Hall Auditorium on the NDSU campus at Fargo.

An early bird film will be shown at 7:00 p.m. each evening.

A part of the FAA's Accident Prevention Program, the "Safe Pilot '80" seminar will include presentations on winter flying, physiological factors, and visual illusions and vertigo. An introduction to the FAA's "Vertigon" exhibit will be given. Pilots attending will receive credit toward earning their Pilot Proficiency Award Wings and are eligible to again enter GAMA's "Safe Pilot '80" sweeps to win a $50,000 airplane or flight training.

The Vertigon exhibit will be in operation at the Student Union, UND, in Grand Forks from December 1 through December 6, 1980, and at Valley Aviation, Inc., in Fargo on December 7 and 8, 1980. Hours of operation will be available at the seminars or by calling the Fargo PSDO (223-5049).

Pilot vertigo or, more accurately, spatial disorientation, can be fatal to the pilot who finds himself flying in instrument weather conditions and who does not have the training to enable him to maintain control of his aircraft with reference only to his instruments. Many pilots fall victim to disorientation every year, some with more serious results than others.

All pilots are encouraged to visit the display and ride the Vertigon in Grand Forks or Fargo. This is your chance to personally experience vertigo and spatial disorientation.
Low altitude fly-over warning

Low altitude flying over a silver fox or mink farm can cause problems for a pilot. Roger Lothspeich operates a silver fox and mink farm located % mile north of Interstate 94 and 2 miles east of U.S. Highway 85, near the town of Belfield, N.D. He has stated that silver fox pups frighten easily and a litter may have 12 or 13 pups. These pups are worth $200 to $250 each and can be frightened by aircraft and cause them injury or loss.

The location of the Lothspeich Farm is E 1/2 SE 1/4 of Section 34, Township 140N., Range 99W. Aerial sprayers, helicopters, seismograph crews, aerial photographers and other pilots in the area, please note this location on your aerial charts and maps.

Block grants distributed

The North Dakota Aeronautics Commission distributed $500,000 to State block grants to eight airline airports for improvements, according to Harold G. Vavra, Director.

Airports enplaning more than 20,000 airline passengers in 1979 earned State block grants in proportion to the number of passengers enplaned under a new state law enacted by the 1979 session of the North Dakota Legislature.

Bismarck with 188,831 passenger enplanements received $133,460; Fargo with 199,922 enplanements received $141,366; Grand Forks with 106,655 enplanements received $75,380 and Minot with 70,555 enplanements received $49,864.

Airline airports at Devils Lake, Dickinson, Jamestown and Williston each enplaned less than 20,000 passengers in 1979 and each received $23,000, Vavra said.

State block grants to airline airports averaged 85 cents per each passenger enplanement based on a total of 388,362 airline passengers enplaned last year at all eight airports, Vavra said.

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Quit bitching, start talking

(Reprinted from the MN AAA Newsletter)

Comments below might be worth having on file should you have the opportunity to discuss ag protection with anyone in your area — Lion's Club, Kiwanis, etc.)

Remarks from Keight Leasure, staff member at Somali, MN.

We in agriculture have spent a lot of time wringing our hands and telling each other how badly we are being treated by environmentalists and popular press. We are misunderstanding ourselves, we tell ourselves; and these people just don't know how much we know about our business; they don't know how careful we are with our pesticides; and on and on.

My question is: when will we stop wringing our hands and start talking with the public about these problems? I don't mean pushing another technical paper; after all, who reads them besides the brethren in the discipline?

What needs to be done is to discuss the issues openly with those who raise them in terms that they and the public can easily understand. Look for everyday cases to illustrate the principles you want to stress.

Aspirin is good for a headache, right? Many people think so. Let's put that familiar dose "two aspirin tablets every 4 hours" in different terms.

The average human head will fit neatly in half a square foot of space or less. That's about 80,000 heads per acre. At 2 aspirin tablets per head, that would be 160,000 aspirin tablets per acre, and that's over 20 lbs. per acre of active ingredient; and the dose is repeated every 4 hours.

Most ag chemicals use a pound per acre or less. Maybe it's not too surprising that aspirin kills twice as many people in this country each year as pesticides do, but we all know that there are far fewer complaints about that dangerous, toxic aspirin than there are about chemicals.

Frankly, most people — including some of those who are loudest in their criticism of modern agriculture — never stop to think or realize how very precise our use of chemicals such as herbicides is today.

Many of the 150 or less of herbicide product to kill weeds on 45,000 square feet — one acre. Most people don't really picture that one pound per acre rate in every day

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Did you ever put a heaping teaspoonful of sugar on a bowl of cereal? — Two and a half tons per acre.

Did you ever put a teaspoon of sugar in a cup of coffee? — Over four tons per acre.

Did you ever watch someone put six shakes of salt on a salad? — About 36 pounds per acre for that six shakes.

Could you spread one teaspoon of sugar evenly over 5,000 bowls of cereal? Of course not, but farmers routinely spread one pound of herbicide (or even less) over one acre, and do it evenly to get good control of the weeds.

In other words, the use of agricultural pesticides is not a wasteful spending of tremendous amounts of that terrible stuff in the environment. It is an precision application of really a very small amount of chemical over a very large area. Did you ever consider that they could understand it?

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Due to the time involved with registration, advance registrations made after November 15, 1980 will not be accepted.

Exhibitors do not use this registration form.

NAAA is not responsible for any problems arising from late registration.

Advance registrations for 1981 will be accepted after January 1, 1981.

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Applications considered

The North Dakota Aeronautics Commission held a meeting at Fargo on Tuesday, October 28, at 1:30 p.m. in the conference room of the Fargo Airport Authority at Hector Airport Terminal Building according to Harold G. Vavra, Director.

The Aeronautics Commission considered applications of 19 Airport Authorities requesting state-aid airport grants for improvements totaling about $364,000. Applications considered were from general aviation airports at Beulah, Bowman, Carrington, Edgeley, Enderlin, Garrison, Harvey, Kindred, Larimore, Leonard, Lisbon, Mandan, Napoleon, New Rockford, Oakley, Rugby, Tioga and Watford City.

The list of approved applications will appear in the December Relative Wind.

The Aeronautics Commission members also attended the dedication ceremony at Hector Field marking the completion of the new FAA airport traffic control tower at 10:30 a.m. on Tuesday, Vavra said.

Joys of putting out a newsletter

Getting out this newsletter is no picnic. If we print jokes, people will say we’re silly; if we don’t they say we’re too serious. If we clip and use things from other papers, we’re too lazy to write our own articles; if we don’t, we’re stuck on our own stuff; if we stick close to our regular work all day, we ought to be out hunting up news and taking pictures. If we do go out and try to hustle up news, we ought to be on the job in the office. If we don’t print contributions and-or recipes, we don’t appreciate true genius. If we do, the newsletter may be filled with junk. If we make a change in someone else’s article we’re too critical, and if we don’t we’re asleep! Now, like as not, someone will say we swiped this from some other paper. We did!