

RELATIVE WIND

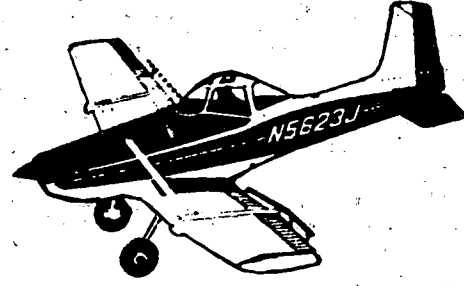
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FAA officials hear area air concerns

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 overwhelming air facilities in western state towns and cities.

Arthur 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.

For each problem cited by state air authorities, the of-

officials often responded with their own tales of woe. To an overflow crowd of nearly 200 aviation enthusiasts, the officials outlined problems in federal appropriations, a hiring freeze, and the high cost of new and replacement equipment.

Great concern was voiced by airport managers here about the proposed closure of the FAA Airports District Office at Bismarck. This office assists in engineering of airport facilities all over North Dakota.

"We have had two d-- good engineers here, and they provide a necessary service to our communities," said an airport

manager from Devils Lake.

Similar sentiments were voiced by Bob Richardson, chairman of the Jamestown Airport Authority. He said it would be difficult to maintain this close working relationship if the only engineering offices were in Denver, as proposed.

FAA officials acknowledged closure of the two regional branch engineering offices at Bismarck and Helena, Mont., has been under consideration since early September. The branch staff could be relocated in Denver as early as the end of December.

Citing an "imbalance of services," FAA officials said three engineers at Denver now serve the other six states in the Rocky Mountain Region. North Dakota and Montana are the only states privileged with their own airport engineering offices.

Airport authorities at Williston and Dickinson were more concerned with their lack of lighting and other equipment. They said the oil boom was pressing their facilities beyond their limits.

"It's a hellhole to get into at night," said Dick Berkhold, airport manager at Dickinson, about the need for runway

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Federal aviation taxes reduced or suspended as Congress fails to act

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

Congress failed to enact 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 reverted to the level in effect 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 airport 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 on October 1, 1980 as follows:

1. The 8 percent ticket tax on passengers on commercial air carriers dropped to 5 percent with the proceeds to 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 4 cents per gallon. The 3 cents per gallon federal tax collected by the airport at the retail level was eliminated. The 4 cents per gallon tax at the refinery level continues for aviation gasoline, but the proceeds go into the Highway Trust Fund instead of the Airport Trust Fund.

3. Seven cents per gallon federal tax on jet motor fuel

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 of this tax.

4. Federal registration and poundage tax on aircraft eliminated.

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

6. Federal tax on aircraft tires 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 on 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 tax 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.

FFA 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, 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.

Jim Aadland

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 that 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 Aadland, owner and

chief flying instructor of Plains Aero, Wahpeton Airport, has a passion for flying.

Born in Pierpont, 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 separation from the Navy, Jim attended S.E. State College in Durent, 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

FAA officials

lights there.

Jack Daniels, airport manager at Williston, said his air activity "has increased at a horrendous 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 this 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 exceed the 35-mile capacity of Fargo and Minot 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.

Walt Anderson, airport manager at Ekalaka, Mont., complained of the problems for air ambulances 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 airway facilities division; Dave Myers, public affairs officer; Bob O'Brien, assistant chief of the air traffic division; Walt Barbo, 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 airways 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 \$525 million dollars for FAA operations and maintenance of the airways system; \$350 million dollars for airways 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 legisla-

tion 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 airways 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 NDAA Annual Meeting

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

The program will carry messages of interest to all aspects of aviation in North Dakota. If you have an idea for this year's convention program, let us know.

Meanwhile circle those dates. If you are involved in aviation in North Dakota, plan to be there.

From Your President

By Bill Beeks, NDAA President

The aviation industry in North Dakota is going to have to become more united in our efforts, or we may not survive. The air taxi people are going to have to work together to retain a working air-taxi system. After reading through FAR 135 recently, I came to the conclusion that the small town operator is about out of the game. This can be attested to by reduction in air taxi licenses of about 50 per cent.

The aerial applicator is not out of the woods either. With the Friends of the Earth now attempting to get a ban on the use of 2, 4-D. If they manage to take away 2,4-D, what will they be after next time. The loss of 2,4-D, would virtually shut down every small operator in the state as most commercial operators in the state have aerial application as the backbone of their business.

With these things in mind, I personally feel that we operators, large or small, must stick together and work to keep the regulatory agencies and special interest groups under control or we may see the demise of general aviation, as we know it, in North Dakota and throughout the nation.


The small operator is doing a little of everything in order to exist. Once he can no longer show a profit he and the services he provides will disappear.

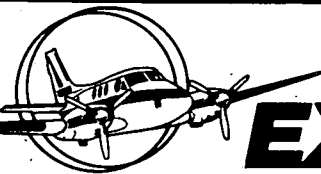
I urge you to support your state and national professional organizations with your memberships and in any other way possible, for these are the mechanisms by which we will survive.

NDAA does need your support in order to maintain its current efforts. I urge you to pre-register for the convention and attend the meetings in order to be heard. If you cannot attend, join anyway, we need your support.

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Aadland

quarter at the North Dakota State School of Science or Moorhead State University.

At the same time he attended college, he attended American Fliers Training School in Ardmore, Okla. It would take an average person about two 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 Ground 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. Jim then purchased the company from the estate.

He is now owner, manager, and chief flight instructor. Now owning two aircraft for training and rental, he averages 1,000 flight hours per year. Since 1967, when he obtained his license, he has flown approximately 1½ million miles!

More impressive than his credentials or flying record is his obvious passion for this profession.

Blue eyes sparkling with enthusiasm, pride radiating from his face, he describes Plains Aero matter-of-factly.

"Plains Aero offers 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, (depending on the course of instruction).

Excitement building in 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 and classes are small. This allows for personalized instruction and for training to progress at an 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.

November 1980



Jim Aadland

"If a person is interested in enrolling at the North Dakota State School of Science or flying as a career, courses offered at NDSSS and at Plains Aero can lead to a degree in Business Aviation.

"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 monetary savings. The time saved by a businessman would be invaluable! "We average about 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 sobers somewhat when he discusses women pilots. "In 1971, there were 23 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 appreciatively.

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.

Supervisor of the Dental Assisting Department at NDSSS, she shares his life fully.

Although flying demands much of the Aadlands' time, they still find enough energy for other hobbies and activities.

They both sing in the church choir, are active with the youth group, and function otherwise in responsible positions within the church.

N.D. AERONAUTICS COMMISSION

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NDA Report

By Robert D. Wood, NDA Director

The 1980 NAAA convention is fast approaching. You should make your reservations soon. The convention will be held at the Hilton Hotel in Las Vegas December 1-4. This year's convention will be the largest ever since it will be held at the same time as the National Fertilizer Solutions Meeting. Either the NAAA badge or the NFS badge will admit you to both exhibit halls.

The NAAA Fall board meeting was held October 15-18 in Denver. Items of discussion still tend to be the Friends of the Earth Petition, EPA Hazardous Waste Permits, FAR Part 137, Fuel Availability, NAAA Health Survey, just naming a few.

NAAA believes that those of us in the aerial application business who triple rinse our waste containers and dispose of them properly are not generators of any hazardous waste. However, if you store any wastes underground or place any waste chemicals or rinse waters in a pit, you may be a generator requiring you to file for a permit number. This will be discussed in Las Vegas I'm sure.

Some changes to FAR Part 137 are being proposed by NAAA. One of these proposals would be an AG Pilot Rating to be added to your Commercial Pilot Certificate. All proposed changes will be discussed and voted on at the Annual Convention in Las Vegas.

The NAAA Health Survey has been completed and the results won't be released until the Convention. This should be interesting to all of us.

Those of you who have been NAAA members have received your 1981 dues billing. Please get your check in as soon as possible. Anyone wishing to join NAAA can do so at the convention or by contacting me.

RELATIVE WIND

At home they're ham radio operators, photographers, computer hobbyists, and Jim sings in the all male Alphean Choir. They are active in the community too.

Certainly a busy man with a zest for living, Jim Aadland shares his attention and interest in many things. But above all, and throughout all, is his passion for flying.

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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 and called on state governments to resolve the air transportation problems in the United States.

This industry spokesman is on the NDAA convention agenda. The convention is Jan. 21-24 in Bismarck.

Baker was speaking before 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 uncommitted 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 appear smaller. There has been money available but there has been no federal leadership."

Baker pointed out that if just the interest on that surplus were spent at the rate of more than a million dollars a day, it would never 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, Baker said: "We must look for the individual states to resolve the air transportation problems."

According to Baker, a report released by a National Transportation Policy Study Commission revealed that in 1975, more airport development dollars were spent by the state governments than were spent by the Federal Government. "The same hold true of 1976, and if the funds local governments spent are included, we find that more than 70 percent of all government expenditures on airports came from state and local sources," he said.

Baker said that AOPA supports NASAO's position that federal funds should be channeled 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."

North Dakota Pioneer Pilots

Charles D. Klessig, Galesburg, North Dakota (in summer months) and Rayn Field, Sells Star Route, Tucson, Arizona in the winter, owner of an antique 1917 Standard J-1, sent to the Director of the Aeronautics Commission a copy of his first North Dakota State pilot's license which he received in 1934 or 1935.

Klessig said he was going through some of his old records and came across this old document which was issued by the State of North Dakota Board of Railroad Commissioners, Department of Aviation, which has North Dakota Serial No. 21. The North Dakota Pilot's License certified that Charles D. Klessig is licensed to pilot registered aircraft in the State of North Dakota as a "Trans-

port" pilot and that Klessig held a Federal pilot's License No. 32837. The rating authorized was "Class 1A-Land with a limited commercial pilot's operating base." It was signed by the late Elmer W. Cart, Commissioner, State Board of Railroad Commissioners, State of North Dakota. The North Dakota pilot's license stated that this license is not valid unless accompanied by Federal pilot's license. Charles Klessig now holds a Commercial, S & MEL, Instructor, and Instrument ratings. He also holds an AP rating No. 12324. Charles Klessig was born on November 29, 1911.

Klessig will have to give way to another North Dakota pioneer pilot, who can shade him with an earlier federal pilot's license. That person is Ernest (Hi) Rhonemus of Grand Forks, N.D. Our pilot records show that Rhonemus holds a Federal pilot's license with serial No. 31909 which is 929 digits earlier. Rhonemus was born on November 16, 1896, which puts him in the mid-80's age bracket. Rhonemus holds a Private pilot rating and an Airframe and Powerplant mechanics rating with 1A.

Is there anyone else who reads this, who can top these old timers? If so write a letter to the Editor of Relative Wind or to the Aeronautics Commission, Bismarck, N.D.

Flying S Ranch Airport

The Flying S Ranch Airport is one of North Dakota's finest private owned airfields. It is located about 6 miles southwest of Minot. They offer various services and have good landing surfaces. The added bonus of this private field is that it is open to the public for their use.

Some services it provides include: that it has both 80 and 100 type fuel with piston oil also available. They have a Unicom on 122.8 frequency but are awaiting FCC frequency renewal. Another special service is that they have a vehicle car available to use to go to Minot with no charge. There is also a picnic area and restroom facilities alongside the runway.

The airport consists of two turf runways; a N-S 4000'x300', low intensity lighted strip and a E-W 3000'x250' reflective marker strip. The only obstruction is a power line which is lighted and located south of the airport.

They may have up to 50 to 60 operations a day. Various student pilots from Minot take training on touch and go procedures. Ag sprayers use the field in season but none are based there. They have 10 local based aircraft at the present time.

The person responsible for this exceptional airport is James W. Shaw. He is the owner and airport manager. His home is along side the runway and operates the farm around the airport. I hope this article will recognize him as an outstanding airport manager along with the services he is providing since he is receiving no special profit for these services.

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 at all North Dakota cities during the first three months of service. Big Sky added Dickinson, North Dakota as an intermediate stop between Bismarck and Williston on August 15.

Month	Passengers Boarded**	Air Freight Boarded in Pounds**
At Bismarck:		
July	252	3,856
August	468	7,882
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 averages 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 new 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 at the new tower on the morning of October 28.

ceremony included North Dakota Congressman Mark Andrews; Arthur Varnado, Director of the FAA Rocky Mountain Region. Denver; City of Fargo's Mayor, Jon 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 the same day.

Speakers at the dedication
Page 4

RELATIVE WIND

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RELATIVE WIND

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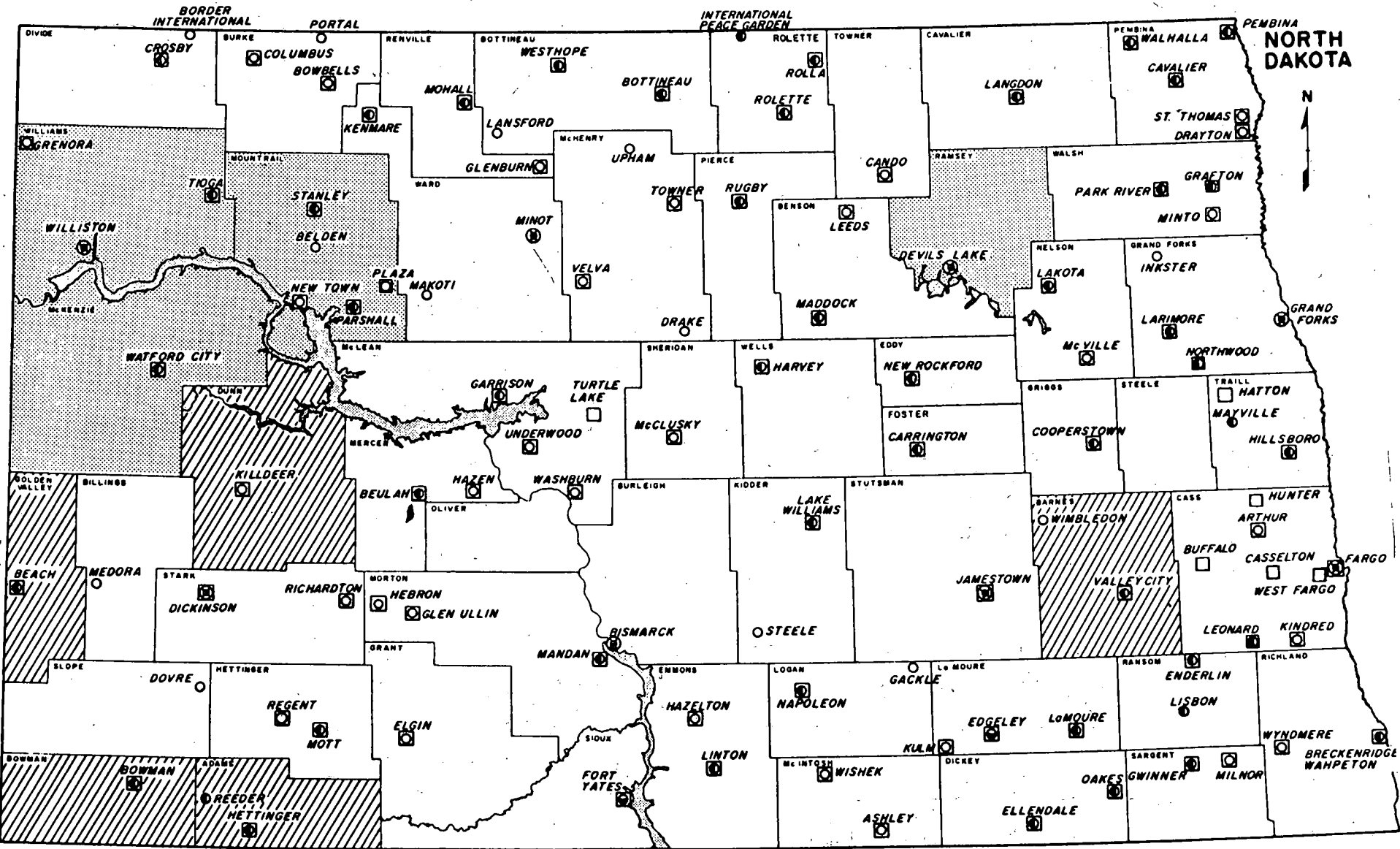
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Box 832
Wahpeton, ND 58075

November 1980

North Dakota Airport Summary

Prepared By The North Dakota Aeronautics Commission



□ AIRPORT AUTHORITIES	88
/// COUNTY AIRPORT AUTHORITIES	5
● HARD-SURFACED RUNWAYS (NO STATE AID)	2
● HARD-SURFACED RUNWAYS (WITH STATE AID)	49
● AIR CARRIER AIRPORTS (WITH STATE AID)	8
○ TURF LANDING AREAS	45
□ COUNTY SUPPORT TO AIRPORT AUTHORITIES	4
	59 HARD-SURFACED RUNWAYS

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 air-

ports, please write to the Aeronautics Commission, Box 5020, Bismarck, North Dakota 58502 and request a copy.

The statewide total of general aviation aircraft and helicopters registered with the Aeronautics Commission is 1,636 of which 324 are agricultural spray planes and helicopters.

Place your ads in Relative Wind

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

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" sweepstakes for a chance to win a \$50,000 airplane or flight training.

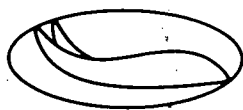
The Vertigon exhibit will be in operation at the Student Union, UND, in Grand Forks from December 1 through December 6, 1980, and at Valley Aviation, Inc., in Fargo on December 7 and 8, 1980. Hours of operation will be available at the seminars or by calling the Fargo FSDO (232-8949).

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.

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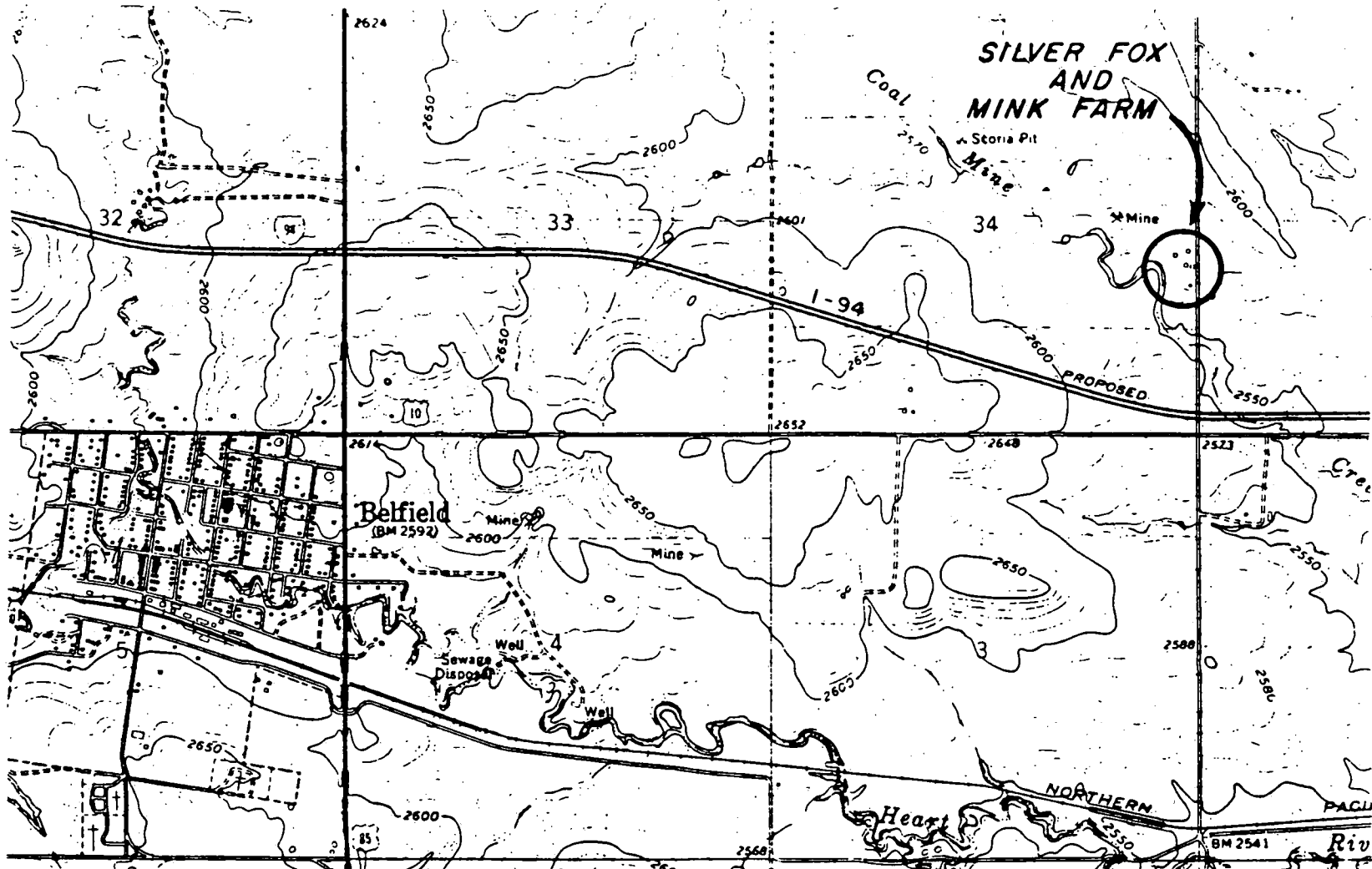


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Low altitude fly-over warning

Low altitude flying over a silver fox or mink farm can cause some problems for a pilot. Roger Lothspeich operates a silver fox and mink farm located 1/8 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 fur ranch 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 in 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.

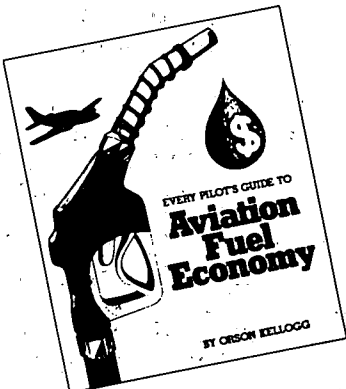
Bismarck with 188,831 passenger enplanements received \$133,460; Fargo with 199,922 enplanements received \$141,296; Grand Forks with 106,655 enplanements received \$75,380 and Minot with 70,555 enplanements received \$49,864.

Airline airports at Devils Lake, Dickinson, Jamestown and Williston each enplaned less than 20,000 passengers in 1979 and each received \$25,000, Vavra said.

State block grants to airline airports averaged 85 cents per each passenger enplanement based on a total of 589,362 airline passengers enplaned last year at all eight airports, Vavra said.

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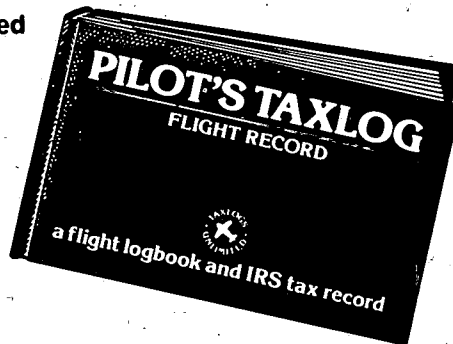


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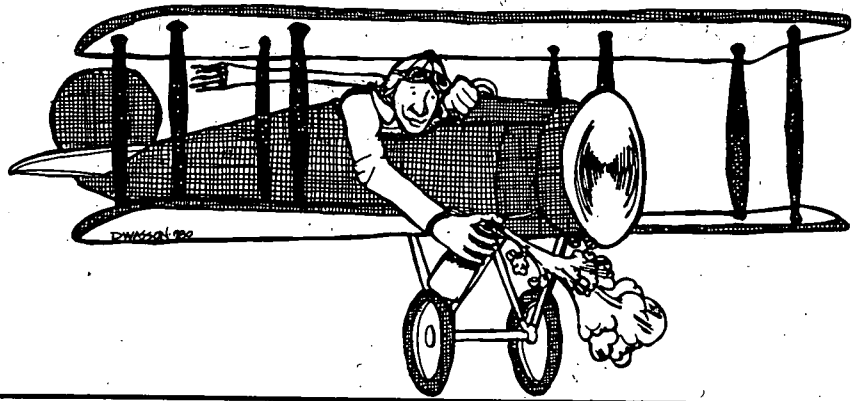


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Quit bitching, start talking

(Reprinted from the MN AAA Newsletter)

(Comments below might be worth having on file should you have the opportunity to discuss ag aviation at winter meetings in your area — Lion's Club, Kiwanis, etc.)

Remarks from Keith Leasure, staff member at Southern Illinois University

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 misunderstood, we tell ourselves; and these people just don't understand 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 feeling sorry for ourselves and start talking with the general public about these problems? I don't mean publish 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 ag 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 farmers use a pound or less of herbicide product to kill weeds on 43,560 square feet - one acre. Most people don't really picture that one pound per acre rate in every day terms.

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 wanton spreading of tremendous amounts of that terrible stuff in the environment. It is a precision application of really a very small amount of chemical over a very large area. Did you ever explain it to anyone so they could understand it?

General Aviation Around The State

New Town . . . NW-SE runway has been disked and plans are for reseeding this fall to smoothen and thicken the turf surface. They have ordered the crystal for the NDB but it is not set up yet.

Tioga . . . has a new seal coat and paint job on their runway. Future plans are for runway extension due to the larger energy related planes using their airport. They are placing an additional windsock beside the beacon area presently.

Parshall . . . is setting up their NDB and plans to be burying the cable this fall. Their beacon is not working at this time. They average 3 to 5 landings a week.

Plaza . . . plans to reseed athletic field type grass on their runway. Some vandalism has taken place with their runway lights and they are in need of some warning signs. If your airports need vandalism warning signs, contact the Aeronautics Commission. We are in the process of locating some signs on this matter.

Wishek . . . plans for 1981 spring construction to re-align runway to 120' x 4000' turf. A windsock and tie downs are also planned.

Underwood . . . Airport is located NW of town. A cemetery located on the south end of the runway. They are averaging 1 landing per week and have no future plans.

Bottineau . . . has a large-scale project for the future. Their plans are for reconstruction of their old runway. It is rather rough and uneven due to base failure under the asphalt.

Beach . . . With a possibility of an energy plant nearby, they are looking at plans of runway extension since completion on a new 3" overlay has been completed on the runway.

Dunseith . . . The International Peace Garden Airport has a new silver steel-posted barb wire fence along the property line with wooden gates. Cracks were sealed and filled also this summer.

Rolette . . . has hooked airport trailer office with water, sewer and electricity. A key to use this office is located at the bus shop south of the airport. They have filled runway cracks in July and had placed concrete in the larger cracks. Plans are for lighting the tetrahedron.

McClusky . . . Financially they are paying off land costs and have room for 1200' of expansion to the NW. The 11 inches of rain received in August provided the turf with excellent growth conditions.

Westhope . . . Plans to fill the asphalt cracks this fall. Doing this work by a local contractor and getting the asphalt from the county. Their beacon doesn't work. Have solved water problems by creating drainage ditches.



Now is the time to register for the 1980 National Agricultural Aviation Association's Annual Convention and Exposition, December 1-4, 1980.

Advance registration includes a personalized portfolio which contains all materials needed for the Annual Convention: special name badge; chance tickets for the 1980 door prize; ticket book for entry to the Get Acquainted Party, the Tuesday Banquet Luncheon, the Wednesday Banquet Luncheon, the Farewell Party, and the Annual Awards Banquet.

The Convention badge allows entry into the NAAA Exposition hall and all meetings listed on the program. On Thursday, registrants may go through the exhibit hall of the National Fertilizers Solution Association.

Send CHECK and this form to:
National Agricultural Aviation Association
Attn: Sue Rosenfeld, Registration Chairman
Suite 459-National Press Building
Washington, DC 20045

Due to the time involved with each registration, advance registrations made after November 19, 1980 will not be accepted.

Exhibitors do not use this registration form.

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*Date of Departure _____

Advance registrations will not be made without arrival date, arrival time and departure date.

*Refunds for advance registration will be given in full if request is postmarked before November 19, 1980.

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 \$164,000. Applications considered were from general aviation airports at Beulah,

Bowman, Carrington, Edgeley, Enderlin, Garrison, Harvey, Kindred, Larimore, Leonard, Lisbon, Mandan, Napoleon, New Rockford, Oakes, 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 are 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!

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'80 Baron 58-TC, N6751W



'80 Bonanza A36, N6757Y



'80 Bonanza V-35B, N6689J



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

'80 Duke: FTO, You choose avionics.

'80 Baron 58, N6653Y: Complete IFR Microline Pkg. incl. RNAV, Century 41 Autopilot and Flight Director, RDR-160 Color Radar.

'80 Baron B55, N6689B: 21 TT, Collins Pkg. w/King KFC-200 A/P and Flight Control, Encoding Altimeter w/3-Pointer Display.

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

'73 Baron 58, N1819W: 1150 TT, King Radios w/Century III A/P and RDR-150 Radar, 250 SMOH w/Heavy Cases, Full De-ice, New Paint. \$95,000.

'80 Baron E-55: FTO, De-ice, A/C, Flight Director and Autopilot, RNAV.

'80 Duchess, N6721R: 15 TT, Professional Pkg., Collins Microline Pkg., DME-451, Transponder, Edo-Aire Century III, United Instrument Encoding Altimeter.

'80 Bonanza V-35B, N6689J: 35 TT, Super Utility Pkg. #5, Collins Pkg. w/KFC-200 Automatic Flight Control, Edo-Aire Encoding Altimeter.

'80 Bonanza A36TC, N6757Y: 10 TT, Beautiful Plush Blue Mohair, Collins Microline with Bendix FCS-870 A/P, HSD-830, Edo-Aire Encoding Altimeter.

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

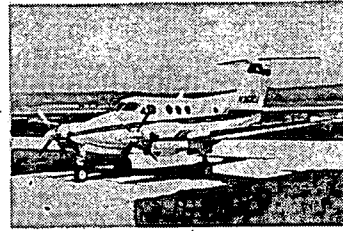
'80 Sierra, N67056: 93 TT, Holiday Pkg., King Avionics w/KT-76A Transponder, KEA-129 Encoding Altimeter, Edo-Aire Century II A/P.

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

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

'78 Sport B-19, N2009N: 1000 TT, Holiday Pkg., King Avionics Pkg. #5.

'80 Skipper, N6719T: 87 TT, Professional Pkg., King Com, NAV, VOR/LOC, ADF/Transponder, Audio Amp and Encoding Altimeter.



'80 King Air F-90, N3680A



'80 Baron 58, N6653Y



'79 Bonanza A36, N6038R



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