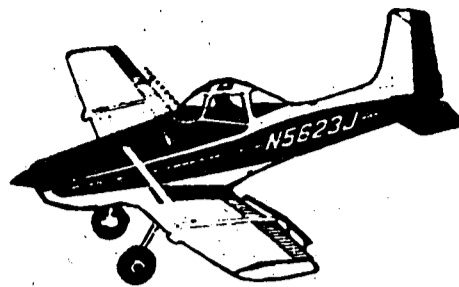


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RELATIVE WIND

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Wahpeton, ND 58075

Hit by strong opposition

FAA Rocky Mountain regions' plan to eliminate the Bismarck, ND and Helena, Mont. FAA airport field offices

By Harold Vavra, Director
ND Aeronautics Commission

The Director of the FAA Rocky Mountain Region, Denver and staff at Bismarck Sept. 25th in a public comment and listening session with 210 persons attending from the Aviation community, were hit with strong opposition from North Dakota Airports and the State Aeronautics Commission to its plan to phase out the Bismarck FAA Airports Field Office by mid-December.

Representing the FAA Rocky Mountain Region, Denver at the session were Arthur Vanardo, Director, Walter Barbo, Chief, Airports Division; Paul Bohr, Chief Airway Facilities Division; Robert O'Brien, Chief Air Traffic Division; Tim Lorenz, Flight Standards Division; Fred Jaeger, Jr., Assistant to the Director and David Myers, Public Affairs Officer, all from Denver, Colorado.

The FAA presented its plan at the meeting to eliminate the Bismarck FAA Airport Field Office, which serves the entire State of North Dakota and South Dakota. The office has two engineers and one secretary. The FAA justification was on the basis of a reorganization of the FAA Airports Division in the Rocky Mountain Region which called for the elimination of the only two FAA Airport Field Offices remaining in the Region at Bismarck and Helena, Mont. Their arguments in support of the plan was that during the past six years, that its Denver airports division has had a staff reduction from 65 to 36 persons and it wanted to transfer the engineering staff at Bismarck to its central Denver office and serve all states in the Rocky Mountain Region from that point. States in the FAA Rocky Mountain Region are Colorado, North and South Dakota, Montana, Utah and Wyoming.

The FAA Bismarck Airport District Office was first opened in 1971 with a staffing level of 7 persons. In 1977, the Denver region tried to eliminate both the Bismarck and Helena offices. After encountering strong opposition from North Dakota and Montana, the FAA Denver Region agreed to a compromise which resulted in

retention of both Bismarck and Helena offices, but at a greatly reduced staffing level from 7 to 3 persons at each office. In addition, the Bismarck office was given an expanded area to include South Dakota and the Helena office was given additional duties to include part of Wyoming. In 1977, the FAA Airports field offices were eliminated at Pierre, South Dakota and Salt Lake City, Utah.

Voicing opposition to the FAA plan to close the Bismarck airport office included airport managers from Bismarck, Dickinson, Devils Lake, Jamestown and Williston as well as the Director of the State Aeronautics Commission.

The Director of the North Dakota Aeronautics Commission, meeting earlier with the

Director and staff of the FAA Rocky Mountain Region, presented two letters from the North Dakota Consulting Engineers Council and from the President of the Registered Professional Engineers, which strongly opposed the closing of the Bismarck FAA Airport Field Office.

The Director of the Aeronautics Commission advised the Director of the Rocky Mountain Region that opposition was based on the fact that centralization of FAA airport services in Denver would be far removed from North Dakota airports and be counterproductive in terms of communications and result in delays in getting decisions and would certainly prove to be

Continued on Page 3

NDA Annual Meeting speakers confirmed

Plans for the January 21-23 NDA annual meeting at Bismarck Holiday Inn are underway. Plan to attend.

Banquet speaker for the Jan. 22 event will be John Baker, President of the national AOPA. The luncheon speaker will be Arthur Vanardo, director of the Rocky Mountain Regional FAA office out of Denver.

Look for more information on these speakers and the entire meeting in upcoming Relative Winds.

Ron Deck's dream now a reality

By Nancy Erickson Johnson

It all started with a ride in a plane flown by the parish priest.

Ron Deck's dream of flying had been in the back of his head even earlier, but the flight had settled it.

"Right then and there I decided I was going to learn to fly," the Hillsboro flier remembers. He guesses his age at the time was about 12 years old. But, the Harvey native had to wait for a few years until the dream was realized.

Deck nearly became a Navy pilot, after being accepted into flight training during his hitch with the service. But that would have been the long way around and meant a lot of years in the military. "I just didn't like the service for a way of life, so I decided not to take it," he explains with a grin.

"Instead, on weekends I went out to the local airport there in

Washington. We were in drydock for six months, so that was my chance. I went out to the airport there and started taking lessons. I got my license in about a month," he states matter-of-factly.

After his 1965 discharge from the Navy, Deck earned his commercial license, later getting licensed for multi-engine, helicopter and flight instruction.

With a wall full of license certificates, why choose the aerial spraying business, Deck is asked. There are other avenues for pilots, like the commercial airlines, aren't there?

"That never did appeal to me. I always thought of those guys as glorified taxi drivers," he explains. "I drove taxicab for a while when I was getting my commercial license and I thought 'That's probably what these airline pilots feel like.' And I didn't like being a taxicab

Flying Farmers elect officers

Larry Dahl, Cogswell, was elected president of the N.D. Flying Farmers at the annual convention in Devils Lake the last weekend of September.

Other officers elected are Ralph Jenson, Reynolds, vice-president and Betty Day, Moffit, treasurer.

Harold Vavra, N.D. Aeronautics Director, was re-elected secretary. The title of Queen for the coming year went to Mrs. Diane Dahl.

While four directors remain on the board to complete terms, the following joined the board following elections: Dan Berg, director at large; Rubin Day, Moffit, SE region; Richard Swenson, Belfield, SW region; Bob Chitwood, Alexander, NW region and Newton Lindseth, Munich, NE region.

Elections were also held for the Teen members with Gail Kraft of Northwood taking over the gavel as president. Assisting her will be Diane Grieve, Buffalo, vice-president and Melissa Day, Moffit, secretary-treasurer.

Over 100 attended the banquet. Representatives of Flying Farmers from the Canadian provinces of Manitoba, Saskatchewan, Manitoba and Alberta were on hand as were those from neighboring states of Minnesota, Montana, South Dakota and nearby Wisconsin.



More than 8,000 hours have been logged by Ron Deck. He has completed 11 seasons of spraying in the Hillsboro area.

driver and I decided against being a commercial pilot for an airline.

"I looked at (flying) and said 'Where can a guy make some money?' You can't make it flight instructing. The spraying end of it always fascinated me

Continued on Page 2

Ron Deck

and you could make some money at it, too.

"It turned out to be a lot of work. At the time, I suppose I thought this is what I want to do and I thought maybe it would be fun, but it turned out to be a lot of hard work," he relates wryly.

Three years spent working for an aerial application firm in Kansas was his training ground for the spray business. "I was loading, flight instructing, flagging, collecting, drumming up business going out to see farmers. I learned a lot about the chemicals, I learned a lot about the business from this guy in Kansas," Deck acknowledges.

"This guy I worked for in Kansas was a bear. He'd think nothing of calling me in the middle of the night and saying, 'Let's go to Texas.' I was just married with a family, and I'd have no idea when I would be back. We were chasing green bugs, we'd spray in Texas, Oklahoma, all over Kansas, Colorado and Nebraska."

Another year of experience was gained working at Agricultural Aviation in Bismarck and then Deck decided to go out on his own.

"I looked at the areas and I needed to make it pay, to buy an airplane. In Traill county, there weren't any sprayers at all at the time. It looked to me like a guy could set up a spraying business. So I came here with a J-3 Cub and an old pickup with a rented water tank. We just about starved," he adds, only half joking.

Deck flew out of the old Hillsboro airport, just east of the town. "It took a lot of hard work, saving and scrimping. The first year I did all the spraying myself. My wife flagged for me or my dad at Harvey. I was the operation. I



Deck taxis past his hangar after a photo session and his trial run in the Ag-Cat, rebuilt last winter by the Deck Flying Service crew.

don't think we sprayed a total of 10,000 acres that first year."

That was the season of 1970. Deck felt the area had potential after the season was finished, but there was winter yet to make it through. "I wasn't able to buy an airplane, but through a financing program that Cessna had, I bought a Cessna 150, a 1970 brand-new one. Then I did flight instruction. Went out and hustled for students," he says.

Opportunity knocked for work flying sky divers so Deck decided to buy a used Cessna 180. "I bought that with a little help from my friend, the (former) mayor of Hillsboro. I traded my J-3 Cub, since the season was all done and I could see that if I was going to be in the spraying business, I needed something besides that J-3 Cub. So I traded that J-3 off on that Cessna 180.

"The mayor traded some machinery, since he was the implement dealer and I traded the J-3 Cub and I had to come up with \$2,000. That was all the money in the world, almost all the profits I had made from the summer. Then I bought another Cub that first year, a P-18 105 Cub, with more help from the mayor."

As can be imagined, this meant Deck had some payments to make each month. "I'd fly from early morning to late at night, flying students when I wasn't spraying. I spent about every minute out at the airport. At that time I really probably deprived my family quite a bit, I didn't spend any time with them at all," he says thoughtfully. "I guess that is what it takes to get started but

I'm glad I don't have to do it again."

Now Deck has his own airport north of Hillsboro. The odd-shaped piece of ground next to I-29 used to be a farmstead before he built there in 1976, but few traces remain. Along with the Deck home, the hangar and chemical storage, the airport has a 1,100-foot hard-surfaced runway. The Cessna 180, the P-18 and some customer planes are tied down along the south end of the runway.

The newest addition to Deck Flying Service is the Ag-Cat dealership. Ron became the Gulfstream American agent this past April. "I did it to sell a few airplanes, maybe get more maintenance work. That way I can justify keeping good help around, paying them more money," he says.

Deck himself has been sold on Ag-Cats since he bought one in the spring of '74 after an incident with another plane, not an Ag Cat.

"I guess I had loaded it too heavy," he speculates. "Of course, I had been hauling that load all morning, but the wind switched. I had had a headwind and all of a sudden I had a cross wind. It was also a little hotter. The grain was kind of high along the side of the runway which wasn't crowned up too high. So, I was getting some real bad air under the wings and I couldn't lift it out of there. I was just about flying, but not quite. She hit the road with one wheel, so I knocked the landing gear right off.

"I was talking to Rich (his mechanic) on the ground and he said the gear was hanging. So I knew I only had one landing gear, the one on the right

side. I couldn't spray off the load because when I hit, the pump shook loose. So I dumped the load right on the runway. Rich called up the fire department and they came out to the airport east of town. The road was lined with cars, everybody from town was out there watching. That's all you need, a big side show like that," he says shaking his head.

"So I came in slow, full flaps, touched down on my right wheel, held it on the right wheel. I kept coming over with the aileron until I couldn't hold up the left wing any longer. By then I was pretty well slowed down. It just made a quarter-turn and stopped, it was no big deal. It didn't hurt the airplane at all. We repaired the Fiberglas wingtip but the landing gear was a major repair and it was going to take some time. So that was when I bought my first Ag-CCat.

"Ever since then, I have had no problem getting off the ground. That Ag-Cats wants to fly. With two wings, lighter wing loading, it needs way less runway to get off and it gets off going slower. I sure like that Ag-Cat," he affirms.

Shaping up an old Ag-Cat was the winter project of mechanics Rich Altendorf and Dan Drengson. "Rich and Dan really have to be commended, that was the plane I flew today (for the photo session.)

"We've got the best-maintained airplanes in the state. We've got two excellent mechanics in Rich and Dan," he says and adds, "I think I've got two of the best mechanics in the state.

"I think that good mechanics have a lot to do with the safety and accident rate. Some of these guys fly airplanes with really poor maintenance. I think we've got a good attitude, good pilots in Ray Fanning and Ron Kurtz, good equipment and well-maintained equipment. Our accident rate has been nothing really, except for that incident with the landing gear. And this is our eleventh season."

To round out the operation, Deck's wife Barb does the book-keeping, something "she has grown into," he points out.

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From Your President

By Bill Beeks, NDAA President

The EPA has withdrawn the Cotton Advisory Opinion (CAO) which would have provided a buffer zone up to a quarter mile wide around cotton fields for farmers using agricultural chemicals.

The EPA was also planning to expand the concept to other crops. It would be wise to be alert for any other attempt to establish buffer zones under any other name. Any type of buffer zones around fields in which spraying would be restricted or prohibited could virtually destroy the agricultural economy. **THIS INCLUDES YOU!**

By the time you read this, we will have held a board meeting on October 1, to work on plans for our convention on January 21-23, 1981 at Bismarck Holiday Inn. Anyone with any input for the convention should contact members of the board at the earliest possible date to have anything included on the program. We hope to have all of the plans finalized by November 1, so as to assure a well organized convention.

RELATIVE WIND

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From Page One

Opposition

very expensive to North Dakota airports to have to travel to Denver, Colorado to get answers to projects involving federal funding.

Following the session, Varnado, Director of the Region said that he and his staff would

further consider the matter and the input they had received at the comment session.

The Director of the North Dakota Aeronautics Commission said that he had been advised by Montana Aeronautics Authorities at the State level, that Montana was totally opposed to closing the Helena FAA Airport Field Office and would to whatever is necessary to retain it.

North Dakota Aerial Applicators

By Harold Vavra, Director ND Aeronautics Commission
SUBJECT: Federal Hazardous Waste Regulations adopted by the EPA (Environmental Protection Agency) relating to empty Ag Chemical containers and their disposal.

The North Dakota State Health Department is concerned as to the large accumulations of pesticide containers that are presently being stored and piled up on airports and near hangars on airports in the State.

The North Dakota State Health Department is concerned about the possible ramifications these stored, empty containers may have when the Federal Hazardous Waste regulations, adopted by the EPA, become effective on November 19, 1980.

The State Health Department wants to get distribution of the following information to the Aerial Ag Industry in North Dakota as soon as practical.

The State Health Department recommends that to protect oneself from the enforcement penalty of the EPA regulations, all aerial applicators that are presently storing quantities of empty pesticide containers, should triple rinse and dispose of containers to the nearest State permitted sanitary landfill, after consulting with the State Health Department. Not disposing of these containers prior to November 19, 1980, the effective date of the Hazardous Waste Regulations, may result in EPA enforcement action.

To get confirmation of a state permitted sanitary landfill at your city or nearest to you, please call the Hazardous Waste Branch of the State Health Department, Bismarck with telephone 224-2366.

The Federal Hazardous Waste Regulation of May 19, 1980 state that if a person is storing, treating or disposing of 1,000 kilograms (2,200 lbs.) per month of a hazardous waste or 1 kilogram (2.2 lbs) per month of an acute hazardous waste, are required to take these empty containers to an EPA (or state permitted) waste disposal facility (sanitary landfill), or face a penalty of \$10,000 a day fine. Empty pesticide containers are defined as hazardous waste, if they are not triple rinsed properly.

Acute Hazardous Waste Chemicals

The EPA listed in the May 19, 1980 issue of the Federal Register acute hazardous waste ag chemicals, including all pesticide chemicals and in addition, weed chemicals, such

as 2-4D, so that there are practically no exceptions.

The State Health Department encourages all aerial applicators to submit EPA Form 8700-12, "Notification of Hazardous Waste Activity." This form was mailed to all aerial applicators by the EPA along with other information on this subject. If you don't have an EPA Form 8700-12, these forms may be obtained by writing to Timothy Link, Manager, Hazardous Waste Branch, State Health Department, Missouri Office Bldg., Bismarck, North Dakota 58505.

Disposing of the Rinse Water

After triple rinse of empty chemical containers, the rinse can be used during spraying operations to re-apply to the field being aerial sprayed. If rinsing of the empty containers is after the fact and no more operational spraying is anticipated, then the rinse water could be applied to a farm field, which is to be summarfallowed, according to Glenn Johnson, Pesticide Coordinator.



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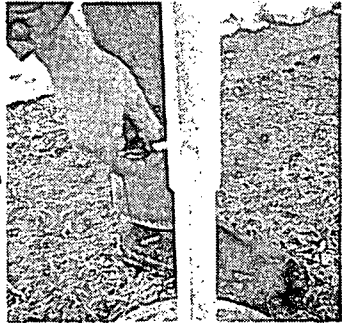
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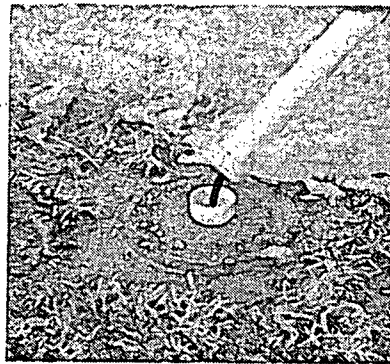
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RELATIVE WIND

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Snagged by lack of Congressional action and a freeze on new airport — aid grants

By Harold Vavra, Director
ND Aeronautics Commission

The U.S. House of Representatives has delayed voting on the renewal of the 1981 Airport Development Aid Program (ADAP), which had been scheduled in September and which may not be voted upon until after the elections. The present law expires on October 1, 1980. House Bill (H.R. 6721) would renew the airport-aid program for five years, and make new funds available on October 1, 1980.

The Federal Aviation Administration announced a freeze on any new Federal Airport-aid grants until July 1, 1981, regardless of what Congress does with the bill, claiming this action is a part of the Administration's anti-inflation program.

The delaying action of the FAA has been hit by airports in the northern half of the U.S., where construction schedules are more affected by winter weather. Such a delay could cause the northern states to lose the entire 1981 construction season.

The U.S. House of Representatives bill is clouded by controversy because of a series of proposed floor amendments to

be offered when it is voted upon which would:

*Reduce the spending levels for FAA operations, maintenance and salaries (formerly these items were not financed from the Airport Trust Fund).

*Reduce the spending levels for noise abatement programs.

*Permit ADAP funds to be spent for all airport roads, ground access projects and transit systems.

*Require the FAA to channel at least 10 percent of the total dollar volume of the airport program monies to minority business enterprises.

The airport bill is in trouble in spite of the fact that the latest U.S. Treasury Department statement shows as of July 1, 1980, the airport trust fund, which includes all federal user taxes on aviation fuels, passenger tickets and air freight has a cash balance of \$5.5 billion dollars, on all time high. The U.S. Treasury shows that these monies are invested in 10 1/4% treasury certificates which earn an annual revenue for the airport fund of \$564 million dollars.

The airport user tax bill is also in trouble because of disagreements between the

U.S. Senate and House. The House of Representatives voted for continuation of the airline passenger ticket tax at 8 percent. Some Senators have urged a reduction of the tax from 8 percent to 2 percent and the elimination of 70 of the largest airports from any federal airport aid funds. The House bill, if and when voted upon retains

federal-aid airport funds for the large airports.

If Congress cannot compromise its differences by the end of the year, then the new Congress in 1981 will have to start over with new bills in both the U.S. House and Senate and process them anew at the committee level.

Letter to the North Dakota aviation community

The North Dakota Professional Aviation Mechanics Association, in cooperation with the North Dakota State Aeronautics Commission, is again sponsoring the Annual North Dakota General Aviation Mechanic Safety Award Program.

The purpose of this program is to recognize the North Dakota mechanic who has contributed significantly to aviation safety during the previous year. The recipient of the award is chosen by a committee representative of the North Dakota aviation community. This includes members of the NDPAMA, the FAA G.A.D.O., State Aeronautics Commission, state fixed base operators, etc. The program's main objective is to emphasize to the mechanics and the public the important role the aviation mechanic plays in aviation safety.

In 1979, the NDPAMA presented its first Annual Aviation Mechanic Safety Award to Larry Buller of Mandan. Ralph Braaten of Fargo received the award in 1980. Their awards allowing them to attend a service school of their choice, were made possible by contributions from individuals in North Dakota, like yourselves, involved in aviation.

Because this program is for North Dakota mechanics, and directly benefits the North Dakota aviation community, the NDPAMA invites you to become a supporting member

of the Association. We feel strongly about the merit of the safety award, therefore, the Association has voted to apply the entire proceeds of our supporting membership to this program.

For a tax deductible contribution of \$30.00, you or your organization may become a supporting member of the NDPAMA. This money will be directly applied to the third annual award program and allow you to attend the 1981 North Dakota Aviation Maintenance Seminar to be held March 10, 11 & 12, at the Kirkwood Motor Inn, Bismarck, North Dakota.

To become a supporting member, please send your contribution to:

North Dakota Aviation Safety Award Program
c/o Frank Argenziano
1411 South 20th Street
Grand Forks, ND 58201.

We would like to thank all those who contributed so generously to our program in the previous years. We look forward to your continued support to make this year's program an outstanding success.

Sincerely,

Frank Argenziano
Chairman,

Awards Committee

P.S. Entry forms for the safety award will be available soon. Please encourage your local aviation mechanics to enter or you may nominate a mechanic you feel is deserving of this award.

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General Aviation Around The State

Glenburn . . . Reseeded existing turf and fertilized to eliminate roughness due to grass clumps. The SE approach surface may change due to the development of a fertilizer plant in this area. There is a state law that prohibits the building of an obstruction to the runway approach to any airport open to the public. Proposed plans are to have this new area lighted.

Mandan . . . Is becoming a very busy general aviation airport with 65 total aircraft based there. They have medium intensity lights, rotating beacon and unicom.

Watford City . . . They have done a good job of remodeling the surplus mobile home trailer into their airport office. Other airports take note that these trailers do make good offices and get with it and remodel yours if you have received one. They also have plans for a snow plow, water and sewer into their trailer office, and depositing scoria around the aprons and hangar area. They have a new NDB that gives a good signal 100 miles away but they are still working the bugs out of it.

Lansford . . . Has a dual purpose site. It is both an airfield and golf course. The 1900' X 30' turf strip may have golfers on it crossing to get to another hole, so circle the field and look out for golfers when you land.

Noonan . . . Has a customs landing rights airport located at the border. They were having problems with the unicom but it has cleared up. They are averaging 50 planes using the airport in the summer months. The winter is slower since no snow is removed.

Grenora . . . A fall meeting of the Airport Authority will determine if a new site is needed depending upon the extent of oil exploration in the area. Their present runway is only 1750' long.

Kenmare . . . Has future plans to pave apron next year. They have 7 hangars on their airport with several planes tied down.

Mohall . . . Plan to install NDB and will discuss financial arrangements at their next Airport Authority meeting.

Portal . . . Has some rough spots on their turf strips. Work is needed here to smooth over a trail crossing the runway and gopher holes so caution when landing.

Killdeer . . . Is concerned with vandalism on the airport. Our office is trying to locate some good warning signs that they can post. Five seismograph helicopters are working from the airport. The dry year hindered the turf development on the runway.

Edgeley . . . Had their cracks sealed and seal coated their runway in early August. They have 3 based planes and a very good runway surfaced for them.

Kulm . . . Is soft in the middle of the turf strip when wet. The Lions Club has a courtesy car available and by circling the town, will call someone to the airport for service.

Sterling . . . Is open to the public. The turf strip is 2600' X 100' (NW - SE). It is located west of the restaurant and gas station. The apron leads up to the restaurant where some area pilots fly in on Sunday for lunch. Plans are to extend the runway 300' to the NW and place markers on the power line to the SE.

Steele . . . Has a short runway of 1500' long since the lease ran out some years ago. An approach from the NW end is best since a power line on the SE end wouldn't allow you to use all the strip. They have only 1 based plane but the runway surface is in fair to good condition.

Napoleon . . . Has painted their runway with center line markings only (no number) and installed a fuel system. Since being here on livestock sale day, I noticed 2 twin engine planes on the apron and they belonged to livestock buyers. This is one example of how an airport aids a community and the farmers around it. Point this example to someone who is pessimistic on airport importance to the community.

Rolla . . . Has gotten NDB approval from FAA and is seeking a frequency from the FCC. They plan on installing the same type unit that Rugby has.

Oakes . . . Oakes has gotten bids for their runway lights and plan on installing them this year. They are looking at the idea of also installing a VASI system.

Airport inspection program

The North Dakota Aeronautics Commission has just completed its yearly inspection of some general aviation airports throughout the state. This program is sponsored by the FAA Rocky Mountain Regional Office in Denver.

The program consists of the site inspection of the airport. The inspector must determine the approach slopes, runway conditions, fuel and oil availability, lighting systems, and numerous other valuable information. The airport inspector shall also look and report any unsafe conditions such as poor runway conditions, stored materials, aircraft parked near runways, unmarked obstructions and other safety hazards. A discussion between the airport manager and inspector is held to evaluate air traffic numbers at the airport.

This valuable information is recorded on a 5010 Master Record. On the reverse side is a sketch which depicts the airport and its location in regards to the city it is serving. Any obstructions such as power lines, towers, trees or fences are shown with the heights and distances from runway ends.

What values are achieved from this program? The FAA has a statutory requirement for collection and dissemination of airport data. This data forms the basis for the Airmen's Information Manual, government and industry aeronautical charts and publications, as well as approach plates for the pilots' use. Time accuracy and total complete information is vital to the safety of the aviation system. Statistics derived from this data are used by the aviation community for budgetary, programming, and forecasting purposes. For example, the energy impact on aviation can readily be determined at Beulah or Tioga by these yearly inspections and traffic counts which may call

for runway extensions or other improvements to accommodate the aviaional need of the community.

We are very grateful in the N.D. Aeronautics Commission for this federally-sponsored program. This local contact between the inspector and the airport manager is valuable as it may be the only opportunity during the year for a verbal exchange of information on the airport's operations. The sum result of the inspection program affords the opportunity to foster aviation safety and airport development.

Raffle winners announced

Kay Vogel of the North Dakota Ninety-Nines, the women pilots group, reports results of the club's recent raffle. The club held a raffle for \$100 worth of gasoline and a second prize of \$50 in gasoline.

Raffle earnings are used for scholarships and other projects, according to Vogel.

And the grand winners were: Avis Sawyer, Minot, first prize, and Bev Halmrast, Bismarck, second prize.

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.

1976 CESSNA 182 II

1586 TT, 50 SMOH, 2-KX-170B's, KMA 20 Audio Panel W/3 LMB, KR 86 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 76A, KR 86 ADF, DME, III P, Interference Sea, Windows, Ele, Tires, Sound Prot, New Annual, NDH, One Owner, Brown/Gold, Brown Indian Interior. N5661F

\$53,000.00

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

\$25,000.00

1968 PAWNEE 260

Flagger

\$15,500.00

1978 CESSNA 182RG II

990 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

1979 PIPER TOMAHAWK

160 TT, KX-170B, KT-78 X-ponder, Pilot Heat, Post Lights, ELT, Brown/White, Tan Interior. N2589C NDH

\$13,500.00

1980 PIPER ARCHER II

68TT, KX-170B, KN75 GS, KMA 20 Audio Panel, KR 86 ADF, KT-78, X-ponder, Executive Interior, Strobes, GSP, EGT, 111B A/pilot, Sound Proofing, OH Vents, Tinted Windows, Black/Gold/White, Gold Interior. N8114H NDH

\$41,000.00

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, 111C 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 266 Ind, DME, KA 58 DME Hold Switch, Red/Gold/Black, Black Interior. NDH N2510M

\$149,500.00

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FAA listening session and aviation safety seminar held

The FAA Rocky Mountain Regional Office conducted a listening session and safety seminar on September 25, 1980 at Bismarck. Arthur Varnado, Regional FAA Director with his staff were present to answer questions on various aviation topics. Michael Beiriger of the General Aviation District Office at Fargo was in charge of the safety program. Other

topics were also discussed.

Arthur Varnado presented awards to two N.D. Aviation enthusiasts — The 1980 Rocky Mountain Flight Instructor of the Year Award Dana Siewert, Chief Flight Instructor at UND, Grand Forks — 1980 KM Mechanic of the Year Award, Carmen Johnson, Executive Air East, Inc, Grand Forks.

The Safety Program was

presented by Mike Beiriger. He stated that the General Aviation accidents have increased in our region. N.D. in 1980 has had 30 accidents, of which 15 were major and 2 fatal deaths have resulted. The majority of the accidents are of the landing type. A slide program as to the correct procedures was shown to the over 200 people present.

A presentation was also given concerning the military operations area, which handles the bombing routes of U.S. Air Force. The area north of Bismarck may handle 30 bomb runs a day, mostly by B-52's. Pilots were briefed as to checking the proper altitudes to fly and how to determine when military training routes were active, so that the problem of mid-air collisions could be avoided.

Joe Hink, Chief of the Bismarck Air Traffic Control made some comment on changes in the instrument landing procedure at Bismarck that pilots should be aware of. He also stated that more than 30,000 pilots in 1980 at Bismarck, will be using instrument flight rules (IFR) compared to 1977 figures of 18,546. He expressed that the time period of 2:30 p.m. to 4:30 p.m. is very busy, and that pilots practicing instrument approaches should do so at another lower activity time period. They are very willing to accommodate pilots practicing IFR conditions, otherwise.

The listening session was next conducted with Dave Myers, FAA Public Affairs Office, acting as the mediator between the pilots and Mr. Varnado and his very knowledgeable FAA staff experts. Jack Daniels of Williston and Dick Prchal of Dickinson expressed their needs for navigational aids since their airports are experiencing a high influx of energy related traffic along with Big Sky Airlines. The ADAP bill was discussed since it appears that this bill may expire without congressional approval. This bill sponsors federal grants on a 90%-10% basis for the general aviation airport improvements. It may be a couple of years before North Dakota GA airports may start reconstruction programs with Federal-aid. A new radar

facility in Bismarck was also discussed with possible operational activity in 1983.

The most heated topic of the evening was discussed concerning the closing of Bismarck FAA Airport Field Office. The Denver office has had a drastic reduction of personnel and hopes to alleviate this problem by using the Bismarck and Helena, Montana people to become more efficient. The FAA panel felt that the state and local groups must pick up the work load vacated by the closing of the Bismarck office.

Arthur Varnado gave some closing comments in regard to the safety of the airspace system that we have, which drew appreciative applause. He also commented that they have learned a lot and enjoyed this type of session, which assesses FAA performance from the public's view point. The standing room only crowd proved the point of interest and enthusiasm in aviation safety and the goal of a zero accident rate.

Texas leads U.S. in registered aircraft

Latest figures show 8,495 agricultural aircraft registered in the U.S. Know which states have the most?

Texas (1,074) and California (940) together have almost 25 percent of the total.

Another 25 percent is in Arkansas (494), Louisiana (433), Mississippi (400), Oklahoma (364) and Florida (341).

The North isn't left out either. More than 25 percent is in North Dakota (297), Washington (271), Kansas (248), Oregon (247), Nebraska (228), Minnesota (223), Idaho (207), Montana (200), Missouri (184), Colorado (153), and South Dakota (138).

Other concentrations are in Alabama (235), Georgia (232), Arizona (178), and North Carolina (153).

Fewest agricultural aircraft are in the Northeast — Rhode Island (3), Connecticut (5), New Hampshire (7), Vermont (8), and West Virginia (11).

(From MN. AAA newsletter)

Sixth Annual Aviation Forecast Conference

October 21, 1980

The Capitol Hilton Washington, D.C.
Conference Agenda

8:00 am Registration and Coffee

9:00 am Keynote Address

Langhorne Bond,
Administrator, FAA

9:30 am FAA Overview

Harvey B. Safeer,
Director of Aviation Policy, FAA

10:00 am Morning Break

10:15 am Panel I

Moderator, William B. Johnston,
Assistant Secretary for Policy and International Affairs
Neil M. Effman,
Vice President, Airline Planning, TWA
Knut Hammarskjold,
Director General, International Air Transport Association
John E. Steiner,
Vice President of Corporate Product Development,
The Boeing Company

11:15 am Discussion Period

12:15 pm Lunch

Luncheon Speaker

George A. Dalley,
Member, Civil Aeronautics Board

2:15 pm Panel II

Moderator, Bill Wilkins,
Associate Administrator for Policy and International
Aviation Affairs, FAA
Jack Shaffer,
Member, Board of Directors, Beech Aircraft Corporation
Lawrence McCabe,
Assistant Commissioner, Aeronautics Division, Minnesota DOT
Robert A. Cooke,
Assistant to the President, National Business Aircraft Association

3:15 pm Discussion Period

3:45 pm Concluding Comments

Bill Wilkins

Registration Information

October 20, early registration

Foyer 1, 5:30 pm to 7:00 pm

Conference registration fee is \$20.00. Please make your check payable to NACI.

Return this form with your check to:

Federal Aviation Administration
Office of Aviation Policy (AVP-120)
Attention: Forecast Conference
800 Independence Avenue, SW
Washington, D.C. 20591

For additional information contact Gene Mercer at 202-426-3103.

The Message Center number for the meeting is 202-393-1000, extension 1207.

Complete and return with check

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Business phone _____

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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, Naroc ELT 10.

1980 PA-28RT-200 ARROW IV

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

1980 PA-28-161 WARRIOR

TTSN: 350 August 80 Annual, Nav. Comm., KX 170B, Transponder KT78A. MAKE OFFER

1980 PA-28-161 WARRIOR

TTSN: 350 August 80 annual, Nav. Comm., KX 170B, Transponder KT78A. MAKE OFFER

1959 COMMANCHE 180

TT2845, 11805MOH, 0 prop, NARCO comm 120/comm 11B, AT-50, Transponder, CP-126A SW Panel, GS/HP/RB/EGT, White, Black and gold.

1979 PIPER DAKOTA

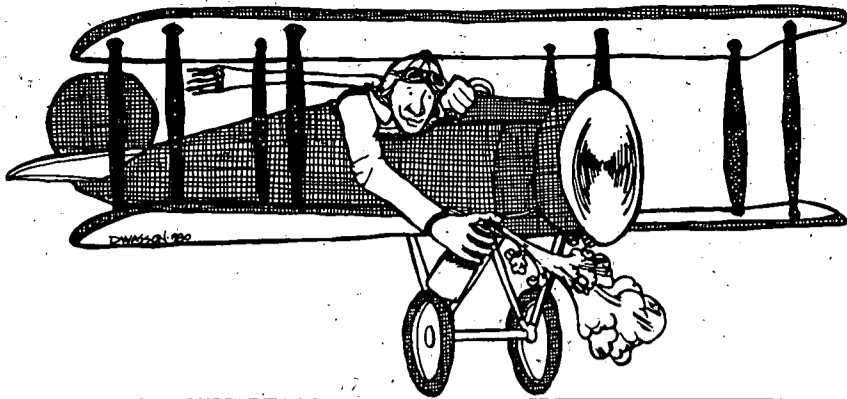
350 TTSN, Nav Comm, Dual KX 170B with Glidescope and Loc, ADF KR86, transponder KT78A, auto control 111B KMA20 AUDIO PANEL with MRK BCN.



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Proposal to amend rules on RPAR proceedings and FIFRA section 7 hearings

A notice of proposed rules governing RPAR Proceedings under Section 3 and Hearings under Section 6 of the amended Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) was published in the Federal Register on 8/7/80. The proposal is designed to create an

integrated system under which decisions to deny, cancel or change the classification of problem pesticides are made in the RPAR process as revised to facilitate informed participation by interested parties at all stages. It is also designed to cover situations in which adjudicatory hearings are utilized primarily to probe and challenge decisions reached in the RPAR process and after appropriate screening to identify disrupted fact questions. Comment period on the proposed rules ends November 5, 1980.

Aerial spraying reports

The North Dakota Crop and Livestock Reporting Service has released data from the July survey of aerial sprayers.

While the report noted that no evaluation of rates charged is intended, rate information was reported as a point of information.

Air application of herbicides increased 40 percent since 1977, from \$1.82 to \$2.55 per acre. Insecticide application averaged \$2.67 per acre, compared to \$2.10 in 1977. The most frequent rate reported for both types of air applications was \$2.50 per acre.

Other comparison figures are as follows:

STATE-WIDE CUSTOM RATES AVERAGES (1965-1980)						
Operation	1965	1968	1971	1974	1977	1980
Air Application of						
Herbicides	1.12	.93	1.10	1.64	1.82	2.55
Insecticides	1.12	1.02	1.07	1.73	2.10	2.67
Fungicides	1.19	1.22	1.25	1.78	2.25	2.82

CUSTOM WORK RATES, STATEWIDE AVERAGES NORTH DAKOTA, 1980, with comparisons to 1977						
OPERATION	1980				1977 Average Rate	Pct. Chg. From 1977
	No. of Rpts.	Range in Rates	Most Fre- quent Rate	Average Rate		
	(No.)	(Dollars per Acre)				(Pct.)

APPLICATION OF CHEMICAL WEED, INSECT DISEASE CONTROLS						
BY AIRCRAFT	No.	Range	Most Fre-	Average	1977	Pct.
			quent Rate	Rate	Average	Chg.
			Reported		Rate	From
						1977
Herbicides	231	50-5.00	2.50	2.55	1.82	40
Insecticides	156	1.50-5.00	2.50	2.67	2.10	27
Fungicides	109	1.00-5.00	3.00	2.82	2.25	25
Dessicants	99	1.50-5.00	3.00	2.88	—	—

CUSTOM WORK RATES BY CROP REPORTING DISTRICTS, NORTH DAKOTA 1980						
District	No.	Range in	Average	No.	Range in	Average
	of	Rates	of All	of	Rates	of All
	Repts.	Reported	Rates	Rpts.	Reported	Rates
	(No.)	(Dollars per Acre)		(No.)	(Dollars per Acre)	
AIR APPLICATION OF HERBICIDES						
Northwest (1)	38	1.50-3.85	2.51	12	1.50-4.00	2.90
North Central (2)	22	1.50-3.50	2.49	7	2.25-3.00	2.61
Northeast (3)	59	50-5.00	2.63	35	1.00-3.50	2.82
West Central (4)	15	1.25-3.75	2.65	3	2.50-2.50	2.50
Central (5)	21	1.50-5.00	2.44	9	1.50-5.00	3.00
East Central (6)	35	1.50-4.00	2.56	24	1.50-3.50	2.84
Southwest (7)	12	2.00-4.00	2.75	1/		
South Central (8)	9	1.35-3.00	2.34	6	1.75-3.50	2.83
South (9)	20	1.75-3.00	2.41	11	2.00-4.00	2.83
STATE	231	50-5.00	2.55	109	1.00-5.00	2.82
AIR APPLICATION OF FUNGICIDES						
Northwest(1)	26	1.50-4.00	2.73	12	1.50-5.00	3.04
North Central (2)	10	2.25-3.75	2.78	7	2.50-3.75	3.00
Northeast (3)	42	1.50-3.50	2.68	30	2.00-3.10	2.81
West Central (4)	5	2.38-3.75	2.93	3	2.50-3.00	2.75
Central (5)	14	1.50-5.00	2.66	9	1.50-5.00	2.81
East Central (6)	28	1.50-3.50	2.61	19	2.25-3.50	2.96
Southwest (7)	8	2.00-3.50	2.60	1/		
South Central (8)	8	1.75-3.00	2.44	6	1.75-3.50	2.88
Southeast (9)	15	2.00-3.25	2.64	11	2.00-4.00	2.87
STATE	156	1.50-5.00	2.67	99	1.50-5.00	2.88

1/ Too few reports for stable average; included in State figures.

Summary of 1980 section 18 requests in North Dakota

Sodium Chlorate	Bean Disiccant	8/16/79	Withdrawn	7/8/80
Stampede 3E (Propanil)	Green & Yellow Foxtail/Red Spring Wheat	3/24/80	Withdrawn	5/29/80
Treflan	Foxtail, redroot, pigweed, Lambsquarters/Rape	3/24/80	Approved	5/7/80
Hoelon	Wild Oats, Foxtail/Hard Red Spring Wheat, Durum, Barley	4/30/80	Withdrawn	4/17/80
2,4-D Amine	Broadleaf Weeds/Millet	6/12/80	Approved	5/15/80
Asulox	Foxtail, Wild Buck Wheat, Wild Mustard/Flax	6/30/80	Approved	7/23/80
Pydrin	Colorado Potato Beetle/Potatoes	7/ 8/80	Approved	7/18/80
Paraquat	Bean Disiccant		Pending	

October 1980

RELATIVE WIND

Air service

Two round trips daily between Devils Lake and Bismarck and one between Devils Lake and Grand Forks have been guaranteed by the U.S. Civil Aeronautics Board in Washington, D.C., until the year 1988.

According to Harold G. Vavra, director of the North Dakota Aeronautics Commission, the CAB has modified its essential air service determination for Devils Lake.

The decision grants most of the requests made in a recent joint appeal by the Devils Lake Municipal Airport Authority and North Dakota Aeronautics Commission, Vavra said.

The CAB's new finding guarantees two daily round trip flights between Devils Lake and Bismarck, he said, and one daily round trip between Devils Lake and Grand Forks.

It also guarantees 36 passenger seats daily inbound and outbound from Devils Lake, Vavra said, noting that the CAB found that 77 percent of Devils Lake's passengers travel over the Bismarck route and 23 percent over the Grand Forks route.

In addition, he said, the CAB found that Republic Airlines is fulfilling essential air service requirements to Devils Lake.

The CAB didn't grant a request for the guarantee of another daily flight to Grand Forks, he said.

The board had previously determined that Devils Lake should be guaranteed just one round trip Monday through Friday between Devils Lake and Bismarck and Devils Lake and Grand Forks, with only 26 passenger seats guaranteed daily. It also guaranteed just one round trip during the weekend.

But the city and Aeronautics Commission appealed in January, arguing that the CAB used 1978 figures, which didn't count a 62 percent increase in passenger traffic on Republic Airlines flights into Devils Lake during 1979.

Vavra said the CAB's essential air service ruling guarantees continued flights to cities with one airline in case the airline decides to discontinue service.

Republic Airlines, with two round trips daily between Devils Lake and Bismarck and Grand Forks, has said it will continue this level of air service.

Page 7

Notice to all airfield owners

If you own an airfield in North Dakota, you are required by law (Part 157 of the Federal Aviation regulations) to file a notice. Notices are required if you:

- (a) create or establish an airfield.
- (b) change runways or taxiways.
- (c) close or abandon runways.
- (d) change status of private or public.

These notices apply to both public and private and/or restricted airfields. A notice can be obtained from the N.D. Aeronautics Commission, P.O.

Box 5020, Bismarck, N.D. 58505.

Since many public airports are doing work on their airfields, a notice is required to inform the FAA of the changes made. They determine if an airspace analysis is necessary since runway lengths may change the approach surfaces and clearances of the airport. Private owners also must apply since they need to know what is going on so that nobody violates airspace clearances.

A problem of our office is trying to get all airfield owners to notify us that their airfield exists. These forms to fill out are easy to do, and we assist the

owner on this. We need to know where all the small farm turfs are located and if they still exist or are abandoned. A good example of how useful this information is concerns the Mandan power line in eastern North Dakota.

We must locate all airfields in this corridor so that a route can be designed to avoid landing approaches. If we don't know about your airfield location, a problem could arise. The energy development progress in the western part of the state also increases chances of power lines. So it's a good idea to register your airport so that routes can be designed not to violate your airport's airspace clearances.

In conclusion, it is a law to register your airfield along with any future changes. The FAA and the N.D. Aeronautics Commission are able to put the airports together and determine airspace relationships and offer some protection as to runway clearances. We are trying to locate all our airfields across the state and put together in a county manual with their locations. So help us if you own an airfield that is not registered. Please send your name and address and we will in turn send you the forms.

Mark J. Holzer
Planner/Draftsman
N.D. Aeronautics
Commission

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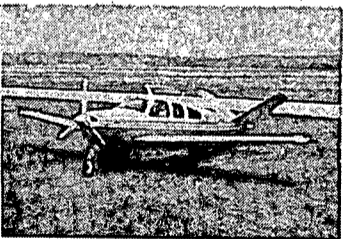
'73 Baron 58, N1819W



'80 Baron 58-TC, N6751W



'80 Bonanza A36, N6757Y



'80 Bonanza V-35B, N6689J



LeRoy Atchley
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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, N6689E: 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, N6705E: 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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