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

By Harold Vavra, Director
North Dakota Aeronautics Commission

The Director of the FAA Rocky Mountain Region, Denver and staff at Bismarck Sept. 26th in a public comment and listening session with 210 persons attending from the Airports community were hit with strong opposition from North Dakota Airports and the State Aeronautics Commission to its plan to phase out the Bismarck FAA Airport Field Office by mid-December.

Representing the FAA Rocky Mountain Region was Chief, Programs Division, Robert 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. The 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.
Don 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, using insect-}
flagging, collecting, drum-
ning up business going out to see farmers and a lot about the chemicals, I learned a lot about the business from this any in Kansas," Deck acknowledges.

"This guy worked for in Kansas and he taught me 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, Kansas, Colorado and Nebraska.

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

"I looked at the areas and I needed to make it pay, to buy an airplane. In Triail county, there weren't any sprayers at all at the time. I looked like a guy might say a spraying-
thing has loss. So I came here with a J-3 Cub and an old pickup with a rented water tank. " meth said, just about starved," he adds, only half joking.

Deck flew out of the old Hills-
boro Airport. So I came here, to the other end of the town. "It was a lot of hard work, saving and scramping. The first year was a bear. I'd done the spraying myself. My wife flag-
aged for me o our days at Harvey. The operation was a disaster.

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

"I 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 decid-
ed to buy a used Cessna 185. "It 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. 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, plus I had to come up with $8,000. 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-18 100 that year, with more help from the mayor."

As can be imagined, this had me making some payments to make each month. "I'd fly from early morning to late at night, about 20 hours a week. I was staying up late spraying, this is a 1970. I was staying up late spraying, this is a 1970. I was just about dying, but lots better. 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 land-
ning gear, the one on the right side. I couldn't spray off the load because when I hit, I bump shook loose. So I dumped the load right in the middle of the road. Rich called up the fire depart-
ment and they came out to the airport east of town. The road was lined with cars, everybody from town was out there watch-
 ing. That's all I need. If it was a side show like that," he says shaking his head.

"So I came in slow, full flaps, touched down on my right wheel, held on the right wheel. I kept coming over with the aileron until I couldn't hold up the left wing. But 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 and it was done in no time. So that was when I bought my first Ag-Cat."

Even so, I've had no problem getting off the ground. That Ag-Cat wants to fly. With the two wings, lighter wing loading, it needs way less runway to get it off the ground. It was slower, slower. I'm glad it was no big deal.

"Every summer since, I've had no problem getting off the ground. That Ag-Cat wants to fly. With the two wings, lighter wing loading, it needs way less runway to get it off the ground. It was slower, slower. I'm glad it was no big deal."

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 deal. Ron became the Gulfstream American agent this April. "I did it to sell a few airplanes, maybe get more maintenance work. That way you 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 inci-
dent 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 a headwind and all of a sudden I had a cross wind. It was also a little hotter. The weight was kinda high along the side of the runway which wasn't crowned up too high. So, I was getting up and was really hot air under the wings and I couldn't lift it out of there. I was just about dying, 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 land-
ning gear, the one on the right
From Page One

Opposition

very expensive to North Dakota airports to travel to Denver, Colorado to answer questions about the federal funding.

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

North Dakota Aerial Applicators

By Harold Vavra, Director

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 accumulation 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 penalties 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.

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October 1980

North Dakota Aerial Applicators

By Harold Vavra, Director

North Dakota Aerial Applicators

By Harold Vavra, Director

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 (2.2 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 2,4-D, 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 Water Rinse

After triple rinse of empty chemical containers, the rinse can be used during spraying operations to re apply to the field being sprayed if rinsing of the empty containers is after the rain and no more operational spraying is anticipated, then the rinse water could be applied to a farm field, which is to be summarily rejected, according to Glenn Johnson, Pesticide Coordinator.
Snagged by lack of Congressional action and a freeze on new airport — aid grants

By Harold Vavra, Director

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 weather. Such a delay could cause the northern states to lose the entire 1981 construction season.

The U.S. House of Representatives bill, cloude 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 money 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% treasury certificates which earn an annual revenue for the airport fund of $54 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 airport 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 proceed 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 A.G.D.O., State Aeronautics Commission, state fixed-base operators, etc.

The program's main objective is to emphasize 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.

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

North Dakota Aviation Safety Award Program

c/o Frank Argenziano
1411 South 26th 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 and making this year's program an outstanding success.

Sincerely,

Frank Argenziano
Chairman, Awards Committee

P.S. Entry forms for the safety award will be made available in the near future. 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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October 1980
The North Dakota Aeronautics Commission has just completed its yearly inspection of some general aviation airports throughout the state. The 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. (For example, 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, governing aircraft and industry aeronautical charts, publications, as well as approach plates for ‘the pilots’ use. Time accuracy and total 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 Bismarck, Tioga by these yearly inspections and traffic counts which may call for runway extensions or other improvements to accommodate the aviation needs of the community.

We are very grateful for 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 airfare. Raffle earnings are used for scholarships and other projects, according to Vogel.

And the grand winners were: Avi Snywater, Minot, first prize, and Bever Halmsort, Bismarck, second prize.

Airport inspection program

October 1980 RELATIVE WIND
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 UNL 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 had 30 accidents, of which 2 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 altitude to fly and how to determine 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 20,000 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 50-90% basis for the general aviation airport improvements. It may be a couple of years before the 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 Texas. The state, which produced the most in Texas (1,074) and California (940) together have almost 25 percent of the total. Another 25 percent is in Arkansas (494), Louisiana (432), 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 (246), Oregon (247), Nebraska (228), Minnesota (223), Idaho (207), Montana (200), Missouri (184), Colorado (135), and South Dakota (138).

Other concentrations are in Alabama (335), 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, FAA newsletter)
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 8/7/78. The purpose of 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 judicial 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 evaluations 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 $2.56 per acre. Insecticide application averaged $2.67 per acre, compared to $2.66 in 1977. The most frequent rate reported for both types of air applications was $2.50 per acre.

Other comparison figures are as follows:

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<td>State-Wide Custom Rates Averages (1965-1980)</td>
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**Operation**

- **Herbicides:**
  - 1.12
  - 0.93
  - 1.01
  - 0.82

- **Insecticides:**
  - 1.12
  - 0.93
  - 1.01
  - 0.82

- **Fungicides:**
  - 1.15
  - 0.93
  - 1.01
  - 0.82

**Statewide Custom Rates, NORTH DAKOTA, 1960, with comparisons to 1977**

**Operation:**

- **Herbicides:**
  - 231
  - 59
  - 15
  - 21

- **Insecticides:**
  - 231
  - 59
  - 15
  - 21

- **Fungicides:**
  - 231
  - 59
  - 15
  - 21

**Custome Work Rates by Crop Reporting Districts, North Dakota**

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<th>District</th>
<th>Range in Average Rates of All Repts.</th>
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<td>State</td>
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<td>0.95-5.00</td>
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**Summary of 1980 section 18 requests in North Dakota**

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<td>Sodium Chlorate</td>
<td>Bean, Disinfectant</td>
<td>8/16/79</td>
<td>Withdrawn</td>
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<td>Glufosinate</td>
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<td>Dichlorodiphenyl ether</td>
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<td>Asulox</td>
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<td>Dypermethrin</td>
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**AERIAL SPRAYING REPORTS**

**Air Service**

Two round trips daily between Devils Lake and Bismarck and one between Devils Lake and Grand Forks have been granted 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 decision 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 residents travel over the Bismark 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 did not 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.
Notice to all airfield owners

If you own an airfield in North Dakota, you are required by law (Part 177 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 do not want to see if a change in 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 clearance.

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 clearance.

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. Helser
Planner/Draftsman
N.D. Aeronautics Commission

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*80 Sierra, N6705: 53-TT, Heyday Pkg. w/King Avionics w/RF-264 Transponder. RCA-150 Encoding Altimeter, Edro-Audio Encoding Altimeter.

*80 Sundowner, N6648D: 210-TT. Heyday Pkg. King Radios, Transponder.

*80 Sundowner, N6648D: 210-TT, King Radios, Transponder.

*80 Sundowner, N6648D: 210-TT, King Radios, Transponder.


*80 Skipper, N6719T: 61-TT Professional Pkg, King Com, NAV, VOR, LOC, ADF, Transponder, Audio and Encoding Altimeter.

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October 1980