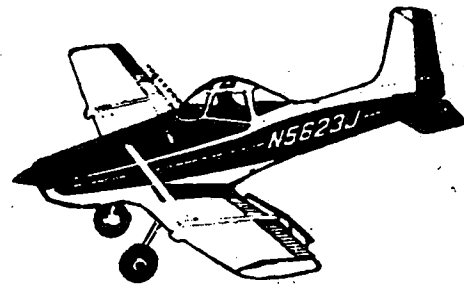


RELATIVE WIND

The Official Publication Of
The North Dakota Aviation
Association And Carrying The
Official News Of The North
Dakota Aeronautics Commission.

BULK RATE
U.S. POSTAGE
PAID
PERMIT NO. 120
WAHPETON, N. D. 58075



Vol. 2 - No. 1

September 1980

Wahpeton, ND 58075

Walt Behrens

Leaving a lot of lights on

By Patricia J. Estes

"I'll leave a light on in the window." That's an old familiar soothing promise. Mothers say it to youngsters heading out for an evening's activities. Wives say it to husbands on the way home from a long business trip. It's said to travelers, who will arrive late, weary and confused.

Well, Walt Behrens has used his imagination to leave a lot of lights on... only not in the windows but along the nation's airport runways.

Assistant Airport Manager at Minot for over 20 years, Behrens has invented a new

runway light standard. Slogging through snow, fighting those challenging prairie winter winds to locate runway lights which had been broken by the plow, buried by the snow or weathered by the elements, Behrens decided there had to be a better way.

Plows weren't the only machinery which knocked over the runway lights. Planes too sometimes knocked one or two over.

And to a pilot descending out of the black night, those runway lights are as welcome as the light in the window at home... and a lot more



Activity at the Minot terminal as assistant manager Walt Behrens, behind counter, assists those stopping by.

necessary.

So as Behrens would do the North Dakota winter shuffle down the runway in search of lights to be repaired and replaced, he would think there has to be another way.

As he would replace the lights in that below zero cold snap, his numb fingers spurred him to decide he would find the better way.

And back in the warm cozy Minot Airport assistant manager's office, he began thinking, and thinking and thinking until he found the better way.

Once he had the idea he refined it until it met the variety of needs he saw.

Today, he is manufacturing

Continued on Page 2

C. H. Petersen

Minot Airport manager

C.W. Petersen took over the job of Minot Airport Manager in 1957. The job has kept him



C.H. Petersen

close to aviation even though eye problems have taken him from behind his plane's control wheel.

Petersen was born about 40 miles from Minot at Makoti. Shortly after graduating from high school there, he served a stint in the Air Corps. He learned the skills of radio operation then.

After the service he operated a business in his hometown for some time.

Later after selling that, he moved to Minot and worked at the John Moses Veterans Administration Hospital in administration and clerical work.

While back at Makoti he had bought a plane and begun to fly. However, eye trouble ended that beloved hobby.

Upon hearing of the job opening as Airport Manager, Petersen applied. The job is part of the Civil Service plan in Minot. He went through that application and examination process.

The City Manager then recommended Petersen for the job and he received his appointment in 1957. By now he has logged over two decades of service to aviation in that job.

His able assistant is Walt Behrens. Norma Berg and Jan Motter each work half-time to fill the full-time secretary's slot.

Petersen speaks highly of his staff and the facilities at Minot.

Minot International Airport

Over a half century of service

By Patricia J. Estes

Aviation activities at the Minot International Airport date back prior to July 1928. However, it was in 1928 the airport was officially dedicated. At that time the facility met the needs of private aviation.

The airport history is recorded in scrapbooks kept in the office of its current manager, C.H. Petersen. This history is updated steadily.

While these records show the first terminal was on the scene in the 1930s, the history does not reveal the exact date of the construction of the first terminal. Eventually some avia-

tion buffs in the area may supply the missing data.

First attempts to provide some sort of scheduled air charter services can be found in the 1930s or '40s. Local aviators and businessmen made these first attempts, using planes such as the small Lockheed.

By the mid 1940s the federal government's interest in the Minot airport led to asphalt runways. The Army was involved with use of the facilities as was the Navy which had a training program at the field.

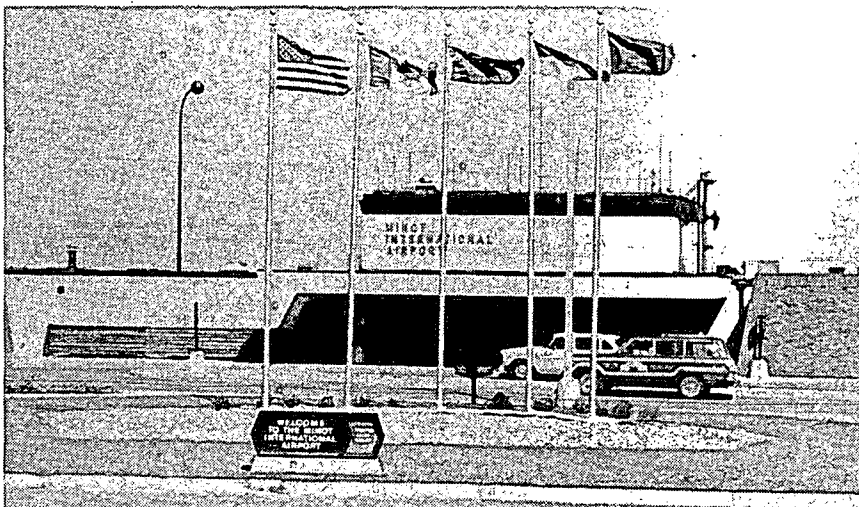
Continued on Page 3

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.



Welcome to the Minot International Airport.

From Page One

Walt Behrens

and marketing the FAA approved Life-A-Lites.

First he designed a polyvinyl chloride material light standard to resist weather and chemicals. The new standard was also pretty tough and broke much less.

Next he designed a telescoping system with a simple spring loaded pin for raising and lowering the unit. No tools are needed, just a pen. This meant lights could be raised for snow or other nearby maintenance type operations.

Then he began concentrating on answering the breakage problem. While the new unit broke less than the former lights, Behrens wanted to minimize that breakage and replacement.

So he designed a press-in flange to mate with a coupling that screws into a standard base plate.

This breakaway unit will reduce light replacement cost dramatically. When the light is

knocked out, you simply push the unit back into the coupling.

The lights lift out for easy mowing. The unbreakable pop out release coupling replaces costly frangible coupling and releases at FAA approved pressure. The Lift-A-Lite is constructed of unbreakable, non-corrosive material.

The standards can be custom made to any stationary height or telescoping where snow is a problem. They are adaptable to most lamp heads.

The same standard can be used for taxiway and runway signs. They come with reflectorized letters or numbers of the customer's choice.

The letters, numbers and arrows of 18 gauge steel come in various heights and with different color backgrounds.

While Behrens originally designed the new light standards for airport runway lights, they can be used as all purpose markers to identify driveways, culverts and corners with reflectorized markers.

There may be those who question the worth of North Dakota blizzards and severe winters but Walt Behrens

knows that weather spurred him to find a better way to keep runway lights operating.

By 1979 Behrens began placing the new runway light standards along the Minot runways. They stand today, proof that

Walt Behrens found a better way.

And they are being placed at other airports because Walt's better way is a better way for aviation, not just Minot.

From Your President

By Bill Beeks, NDAA President

This has been an unusual season for both the farmer and the aerial applicator - Farmer's in the Washburn area are wondering if they can get declared a disaster area twice in one year. The first time for drouth and the second time for flood. It seems we have been experiencing both the lack of rain early in the year, and now an abundance of rain. Farmers west of Washburn reported up to seven inches of rain on August 20. A flight over the area revealed swaths under water or partly washed away.

With the small grains being poor as a result of drouth during the growing season and now damaged by rain, the farmer's plight is real.

The only bright spot is that the rains came in time to help the sunflower crop. The sunflowers are as good as I have seen, in this area.

Other parts of the state still have no moisture and others have received severe hail damage.

Big Sky Airlines is now serving the western part of the state providing needed transportation and connections for the booming energy industry.

The small town airports are also seeking improvements and expansion of facilities to handle the growing demands of business and air taxi as a result of the energy industry in the area.

Airport dedication

Les Elliott, Manager of the Barnes County Municipal Airport at Valley City, N.D., announced an open house and commemoration of 50 years of service of the Valley City airport on Sunday, September 14, 1980. The event will kick-off with a flight breakfast from 7:30 a.m. to 12:00 noon followed with a dedication ceremony at 1:30 p.m. an Air show will follow from 1:30 p.m. to 5:00 p.m. with aerobatics, sail plane, and hot air balloon. Antique airplanes and their owners are especially invited. Charles Klæssig of Galesburg, N.D., is expected to fly in with an antique 1917 Standard J-1 powered with Hispano Suzia engine.

Barnes County Airport Authority has reconstructed

the Valley City Airport with a new NW-SE runway pavement of 4,200 ft. by 75 ft., taxiway and apron extension, paved access road which involved land and clear zone acquisition and a 500 ft. extension of the paved NW-SE runway. The airport improvement was built at a cost of about \$500,000 including \$400,000 in federal aid funds and \$40,000 of state aid funds.

The Barnes County Airport at Valley City was originally opened in June, 1930.

Breckenridge-Wahpeton Interstate Airport gets airport funds

The Federal Aviation Administration, Airports Division, Rocky Mountain Region, Denver, has allocated \$114,141 of federal airport-aid funds to the Breckenridge-Wahpeton Interstate Airport Authority for acquisition of land and clear zones for runway expansion.

RELATIVE WIND

Official magazine of the ND Aviation Association. Published monthly for its members and others in the ND Aviation industry; carrying the official news of the ND Aeronautics Commission.

CO-PUBLISHERS

North Dakota Aviation Association and Prairie West Publications.

EDITOR

Patricia J. Estes

EDITORIAL ADVISORS

Robert Odgaard, Larry Linrud, William Beeks, Ron Ehlers, Fred Anderson and Jack Daniels.

ADVERTISING MANAGER

Richard K. Estes

PRODUCTION MANAGER

Diane M. Gira

ADDRESS ALL CORRESPONDENCE TO:

Prairie West Publications

Box 832

Wahpeton, ND 58075



APPLY YOUR OWN PARAQUAT FROST.

With oil seed sunflowers, ORTHO Paraquat CL works as a powerful desiccant to get you into the field earlier, before wind shatter and the birds get the best seeds.



ORTHO Chevron Chemical Company

OSTLUND CHEMICAL CO.

P.O. Box 446 — 1330 - 40th St. N.W.
FARGO, NORTH DAKOTA 58102
Phone 1-701-282-7300

DOES SNOW BURY YOUR RUNWAY LIGHTS?

DOES REPLACING LIGHT STANDARDS COST TOO MUCH? IF SO, GET LIFT-A-LITE!



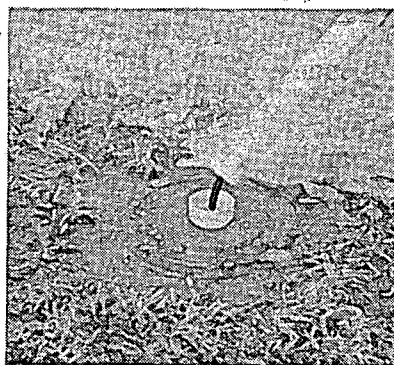
Lift-a-lite telescopes from standard height to 35" height for our snow country.

Lift-a-lite is used with stake or base plate mounting.

Lift-a-Lite is constructed of non-corrosive material making it impervious to rain, snow, salt and any adverse soil conditions.

Lift-a-Lite adapts to most light heads. Tools are not normally needed to install or replace.

Specially fabricated nylon coupling & pop-out press in feature



Lift-a-Lite pops out of its base upon impact of snow plow, aircraft, or any contact.

Simply press stand back into nylon base.

Lift-a-Lite meets FAA approval for height and pop-out release pressure.

Same Features On Taxi & Runway Signs

LIFT-A-LITE INC.

701-839-5643

RR6 - Country Club Rd. - Minot, ND 58701

Minot Airport

"I'm not sure just why," Petersen says, "but until the mid '50s the City Park Board owned the airport and supervised its operation." We pause to wonder if there are any other airports in North Dakota which were ever managed by a Park Board.

The Minot airport history is one of repeated efforts to establish regular air service between Minot and Bismarck. Records show the firm of Mid-continent secured a contract to provide air mail service around December 1939 from Minot to Bismarck. Firm officials expressed hope that regular passenger service between those two points would be a reality by the next fall.

A September 11, 1929 ad by International Airways Inc. in the local paper offered a round trip to Bismarck for \$18 and a one way journey for \$10.

Eventually Braniff served Minot for a period. When oil development in that area spurred growth, competition for service ensued. Eventually North Central, today Republic Airlines, and Frontier won the right to serve Minot. Those two airlines are still based there.

The current terminal was built in 1958. It was remodeled and expanded as needed in 1962, '68 and '76. By 1959, North Central and Frontier were occupying space in the new terminal. Today there are four jets into Minot daily and four out.

In the near future Frontier plans to add a flight to and from Regina and Saskatoon, Canada. This may require expansion of the customs facility.

Frontier officials expect Canadian passengers will use this as a connecting Frontier flight to Denver, California, etc.

Republic flights provide passengers with flights to Grand Forks, Fargo, Minneapolis and Chicago and connections eastward.

The effort to get regular serv-

ice to Bismarck is still ongoing. While there has been much progress in bringing improved, expanded flight service to Minot, there has been little in the Bismarck direction, according to Petersen.

There was a time when Frontier did stop at Bismarck and provided a route to Williston as well.

RealWest Airlines was operating a variety of commuter services out of Minot but that young firm ceased flights in recent months when it reportedly ran into financial difficulties.

Recently Big Sky, a commuter airline out of Montana, became active in the state. That firm, Petersen notes, has expressed interest in service for Minot, once the airline is more established in the state.

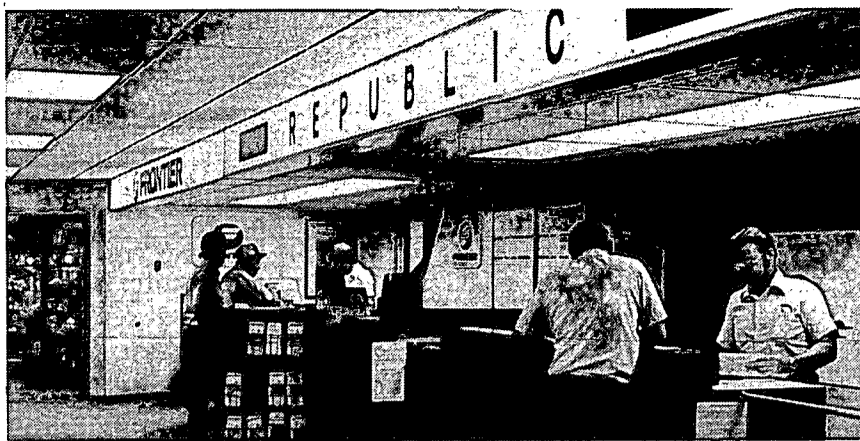
More passengers head east and southeast out of the Minot facility, the manager noted. Vacationers headed toward the southwest also rely on Minot air flight services.

"Our boardings are down at Minot," he continued, "compared month to month a year ago."

"Traffic is down from the expectations of the air carrier managers. Recession plus the drought are linked to this. The lack of snow in winter 1979 signalled caution in spending to area people. Add to this the fact that fares are going up and . . .

An improved economy and a good crop year in 1981 would help reverse the downward boarding reports at Minot. Minot is not alone in this negative report. Airports throughout the country are reporting similar data.

Two fixed base operators are located at the Minot airport in addition to the passenger terminal facilities. There is also a firm involved in crop spraying and pipeline patrol work. The pipeline patrol project provides an aerial survey to watch for any possible pipeline break.



Two airlines serve Minot passengers.

The three firms there are "Pietsch Flying Service, Minot Aircraft Sales and Farmers Spraying Services.

The City has 16 T hangar stalls available for lease. There are also five private hangars at the airport. Each can hold up to several aircraft.

Long term rentals of a tie down are also available. There are about 100 tie downs.

Transient use of the facilities remains pretty fair, Petersen says. Pilots use the various Minot services. However, local air traffic has dropped.

Cost is restricting private flying to business flights and pleasure flying is becoming a memory, he suggests.

The U.S. Customs office at the Minot International Airport is a plus, Petersen says. This office helps draw Canadian traffic. Pilots can stop to declare customs at Minot and continue south.

Canadian pilots also buy aircraft in the states and use the Minot Custom facilities to declare this prior to re-entry into Canada.

The early name of the airport as the Port of Minot reflects the international traffic. The designation as the Minot International Airport came in the late '50s. Before the Customs was permanently staffed, the Border Patrol helped. Today there are two full-time people assigned to this Customs office and part-time help as needed.

In the late 1940s the FAA was housed in temporary quarters across the field in railroad box-cars converted to offices.

Today the FAA provides tower service; controlling traffic, clearing landings and take-offs.

The FAA flight services are located at the terminal. Pilots use these services to learn weather conditions, runway conditions, etc.

While installation and staffing of a tower by FAA is linked to number of annual itinerant landings, the existence of scheduled airline flights will tip the balance toward location of a tower. This is because scheduled flights bring in large number of passengers whose safety is of utmost importance.

Records show that the CAA (today the FAA) asked the Park Board for more space in 1946. At that time the Department of Commerce handled airline air traffic regulations.

Today the FAA employs 22 people in tower operations, flight service and maintenance positions.

In addition the air terminal has a gift shop, restaurant and lounge. The terminal is open 24 hours per day and services for

transient private aircraft and pilots are available too.

Minot City today owns the airport and operates 24 hour services such as fueling for transient flights.

The Minot City government is under a manager form of government. That means the City Manager runs the city services. This manager hires the Airport Manager.

In addition to Petersen, the Minot Airport staff includes: an assistant Walt Behrens, a secretary and eight attendants to provide ground services. During the summer this staff will be supplemented by part-time help to assist with outside grounds maintenance and special needs.

Three car rental firms are based at the terminal as well.

Minot's excellent terminal facilities extend to the no fee parking lots, located close and convenient to the terminal. While parking fees may come one day, Petersen says thus far there has been no real push for fees. There has been adequate parking with no need to use fees to restrict time used by passengers parking their cars and heading off into the blue skies. Increased scheduled flights or charter flights could change this.

The updated airport master plan calls for all the buildings now located to the north to move to the south to expand parking and allow terminal remodeling and expansion. The terminal site however, will remain unchanged. After looking at seven possible terminal sites, the planners decided it was already at the best location.

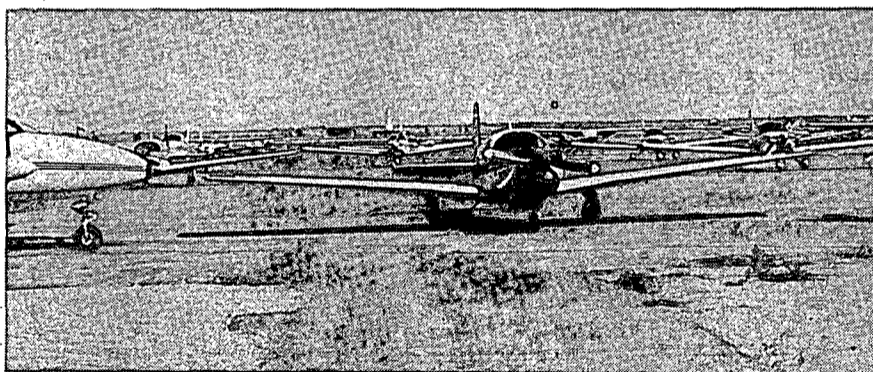
Located right next to the terminal is the airport fire station. The original station and trucks are airport owned. Certification rules require this fire coverage for air carriers. The airport linemen know how to operate the trucks.

However, in the fall of 1980 the Minot Fire Department will begin staffing the facility. That is part of a plan which included the Minot Fire Department adding on a bay and equipment to provide expanded city coverage to that area.

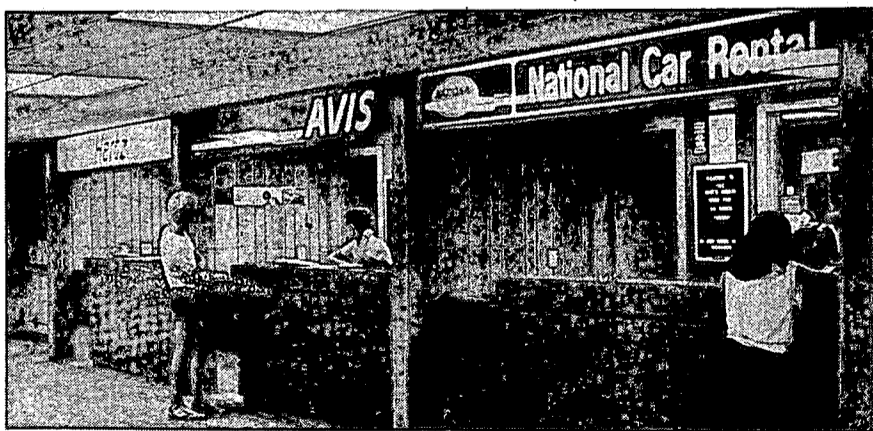
Vital statistics on this airport show that over 110 aircraft are based there.

Two runways plus a taxiway await the skilled touchdown of area pilots wanting to use the excellent facilities.

Park your plane, stroll to the terminal, pick up one of the direct line phones to a nearby motel and arrange transportation and lodging and you are ready for either a business or pleasure stay in the Magic City.



Private aircraft based at Minot Airport.



Three car rentals are based at Minot Airport.

September 1980

RELATIVE WIND

Page 3

Part 135, 121 flight and duty time changes proposed

Reprinted from The Weekly of Business Aviation.

After more than three years of study, FAA is scheduled to publish its proposals today (Aug. 11) for an overhaul of the flight and duty time limitations for Part 135 and 121 operations. While the agency has made a number of changes in its original proposals to satisfy complaints from commenters, the new NPRM is expected to generate considerable controversy, both because of its economic impact and because the proposed changes may be in conflict with labor agreements between carriers and pilots,

particularly in the case of Part 121 operations.

FAA is proposing to eliminate the annual limits on flight time, but does favor daily, weekly and monthly flight and duty time limits. Single-pilot crews operating under 135 would be limited to eight hours of flight time and 14 hours of duty time, while two-person crews would be limited to 10 hours of flight time and 14 duty hours. However, those duty time limits would be subject to further reductions based on the number of landings that occurred within that duty period. There would be no reduction for

the first three landings during the duty period, but duty time would be reduced: one hour for either four or five landings; two hours for six or seven landings; three hours for eight or nine landings; and, four hours for 10 or more landings in a single duty period. The NPRM also proposes a 40-hour flight time maximum every seven consecutive days and a 110-hour flight time limit every 30 days.

Economic Impact Assessed at \$107 Million

First year industry costs of implementing the proposed regulations would be \$107 million, FAA said, which would include \$80.3 million for Part 121 operators, \$7.5 million for commuters and \$19.2 million for air taxi operators. However, FAA noted that the cost estimates are "based on incomplete data" and said with more complete data "costs of the proposals would likely be significantly reduced." FAA stressed in the NPRM that it needs a substantial amount of economic data from the industry and added, "The FAA does not intend to issue a costly regulation unless clearly

justified by the benefits that would be accrued. In view of this and the great difficulty in quantifying the safety benefits associated with the proposal, the proposal will be reconsidered if the FAA estimate of implementation costs is not substantially reduced or unless greater safety benefits are quantified."

In addition to the potential costs involved, the industry is likely to object to the limited comment period on the proposed changes. Original draft of the proposal contained a Dec. 8 comment deadline, but FAA officials told BA last week the initial comment deadline will be Oct. 10, with reply comments due Nov. 10.

Definitions are a key part of the NPRM because of their impact on the flight and duty time limits. Duty time for Part 135 pilots "will commence at the time the crewmember is required . . . to report for duty at a location specified by the certificate holder and end when the crewmember is released from duty at that location." Flight time will be interpreted as "total block-to-block time" and commercial flying other than for a pilot's principal

Continued on Next Page

NOW AVAILABLE:

REMINDER: New FAA safety belt requirement by Dec. '80. We have Rupert Aircraft safety belts - metal to metal type - all colors in stock.

- Piper & Lycoming Parts
- BFG Tires
- Pawnee Parts
- Champion Spark Plugs

Contact: Your Local Shop
Or
Mick Lumby At

TASCO AVIATION

612-224-5788

244 Fillmore Ave. E.—St. Paul, MN 55107

YOU CAN COUNT ON



For The Products You Need To Control Noxious Weeds



(2,4-D Ester 4-Lb. AC-Gal.)

For Control Of:

Leafy Sponge, Canada Thistle, Field Bindweed, And Many Other Tough To Kill Weeds

For Effective, Dependable Control Of Noxious Weeds, Look to Dow!

Larry M. Wee
1621 Baron Blvd.
Grand Forks, ND 58201
701-775-3671



Robin Merrill
1338 10th Ave. So.
Fargo, ND 58103
701-293-8161

SPECIAL LOW AG-INSURANCE RATES FOR OPERATORS, QUICKEST CLAIM SERVICE

FOR A TOLL-FREE QUOTE, CALL: 1-800-325-8079



AVIATION UNDERWRITING SPECIALISTS

8301 Maryland Avenue • St. Louis, Missouri 63105

L. JOHN WEBER
822 ST. GERMAIN ST.
ST. CLOUD, MN 56301

RALPH A. BAUER
8301 MARYLAND AVE.
ST. LOUIS, MO 63105

From Your Secretary

By Jack Daniels, NDAA Secretary

Dear Fellow Operators

This August issue of Relative Wind went to bed without any words from me. It is a good thing. Nothing I could have said could compare with the story about Mr. Aviation.

The biography on Harold was an outstanding piece of writing and my hat goes off to Pat.

You will, however, find some remarks in this issue, none of which are very pleasant.

Those of you in the Air Taxi/Charter business might take note of the story on Flight and Duty Time limitations and be prepared to respond to that issue when the time comes.

You will also find a story on the continuing debate over air ambulance work and the ongoing impact of the "Do Gooders" efforts to be all things to all people.

The best approach might be for pushing the auto industry into making a square box that has all the goodies in it (like the surface units) and then get Piper, Cessna and Beech to join together with Lycoming and Continental to put together enough stuff to make it fly.

This would stimulate both the auto and aircraft industries and provide the sick and injured with the "Best Possible" air transport environment at a cost very few could pay.

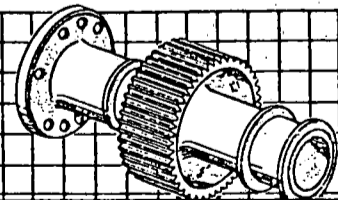
"Progress" doesn't come easy or cheap. However, like much progress we could conceivably improve air ambulance service to a point where there won't be any.

LIFT STRUT FORK A.D. PROBLEMS?

WE SPECIALIZE IN MAGNAFLUX AND ZYGLO WORK.

SAFETY BELTS, FILTERS & SPARK PLUGS at discount prices.

DAKOTA AERO TECH, Inc.



AIRFRAME POWERPLANT • ACCESORIES AND MANY OTHER SPECIALIZED SERVICES

Hector Field - Box 5534 State University Station - Fargo, ND 58102
Dial (701) 237-5305 - FAA Repair Station No. D04-10

employer will count against the flight time limit. However, military flight time will not count against that limit. Daily rest period must be a minimum of 10 hours between duty

periods and the rest period must be at least the number of hours of duty time scheduled since the last rest period. If the flight crewmember must clear either customs or immigration,

the minimum daily rest period is 11 hours. In addition, a rest period of at least 30 consecutive hours is proposed every seven consecutive days.

ridor depending on Air Force traffic.

CAUTION: Routes and activity can be checked by the pilot by calling the nearest FAA Flight Service Station (FSS). If you are flying within the confines of the three corridors (IR-401), (IR-402), or (IR-444) low level route width, high speed, camouflaged jet aircraft may be operating within the altitude blocks listed on the map at any time, day or night. Actual route use times are available from any FSS within 200 nautical miles of the routes. General Aviation aircraft operating near the low level route are requested to operate rotating beacons and/or strobe lights to increase chances of detection by other aircraft.

The map on this page does not include corridors that extend beyond the edges of the map because of lack of printing space. Be Alert and Cautious while flying in the vicinity of these corridors.

Safety Seminar

The Federal Aviation Administration, Rocky Mountain Region, Denver, announced an FAA Aviation Safety Seminar combined with an FAA Regional Director listening and comment session to be held at Bismarck on Thursday, September 25, 1980 at 7:00 p.m. at the Holiday Inn.

(1) Michael (Mike) Beiriger, General Aviation District Office, Fargo, will conduct an aviation safety seminar starting at 7:00 p.m. to 8:30 p.m. at the Holiday Inn, Bismarck, N.D.

(2) Following the pilot safety seminar, Arthur Varnado, Director of the FAA Rocky Mountain Region, Denver, and staff will be on hand to listen to comments or questions from general aviation pilots, fixed based operators, airport managers, engineers on airports and the general aviation public and be ready to answer or comment to questions.

U.S. Air Force aircraft simulated low altitude bombing range north of Bismarck has hazards to general aviation planes if not alert

Lt. Col. Harold Kuhn, Commander of the Bismarck Strategic Radar Evaluation Range north of Bismarck, recently visited with the Director of the Aeronautics Commission and management of the Bismarck Airport to alert General Aviation aircraft operating in and out of the Bismarck Municipal Airport of heavy Air Force low altitude flights in an area north of Bismarck. The attached map shows the details. The official hours of operation are 24 hours daily - 7 days per week. At present, camouflaged Air Force aircraft, including 8 engine B-52 jets are concentrating their operations between 10 a.m. CDT and 8:00 p.m. CDT, amounting to about 20 flights per day. The map shows the nearest low altitude corridor edge is about 10 statute miles north of the Bismarck Municipal Airport, while the centerline of the corridor is about 14 miles north of the airport.

The map shows that Air Force aircraft within these

corridors north of Bismarck are flying at 750 feet above ground level (contour flying) or at 3,400 feet above mean sea level (AMSL). The Bismarck Airport is 1,677 feet AMSL, however, ground elevations rise north of Bismarck. Within the north corridor, is a race track which permits Air Force aircraft to re-enter the race track corridor (dash lines) and make more than one approach to the radar scoring point near the west end of the corridor. The East-West race track corridor extends about 75 statute miles from near the town of Center on the west to just beyond the town of Woodworth to the east.

The race track outer corridor will be flown at 5,000 ft. AMSL because of much higher ground terrain.

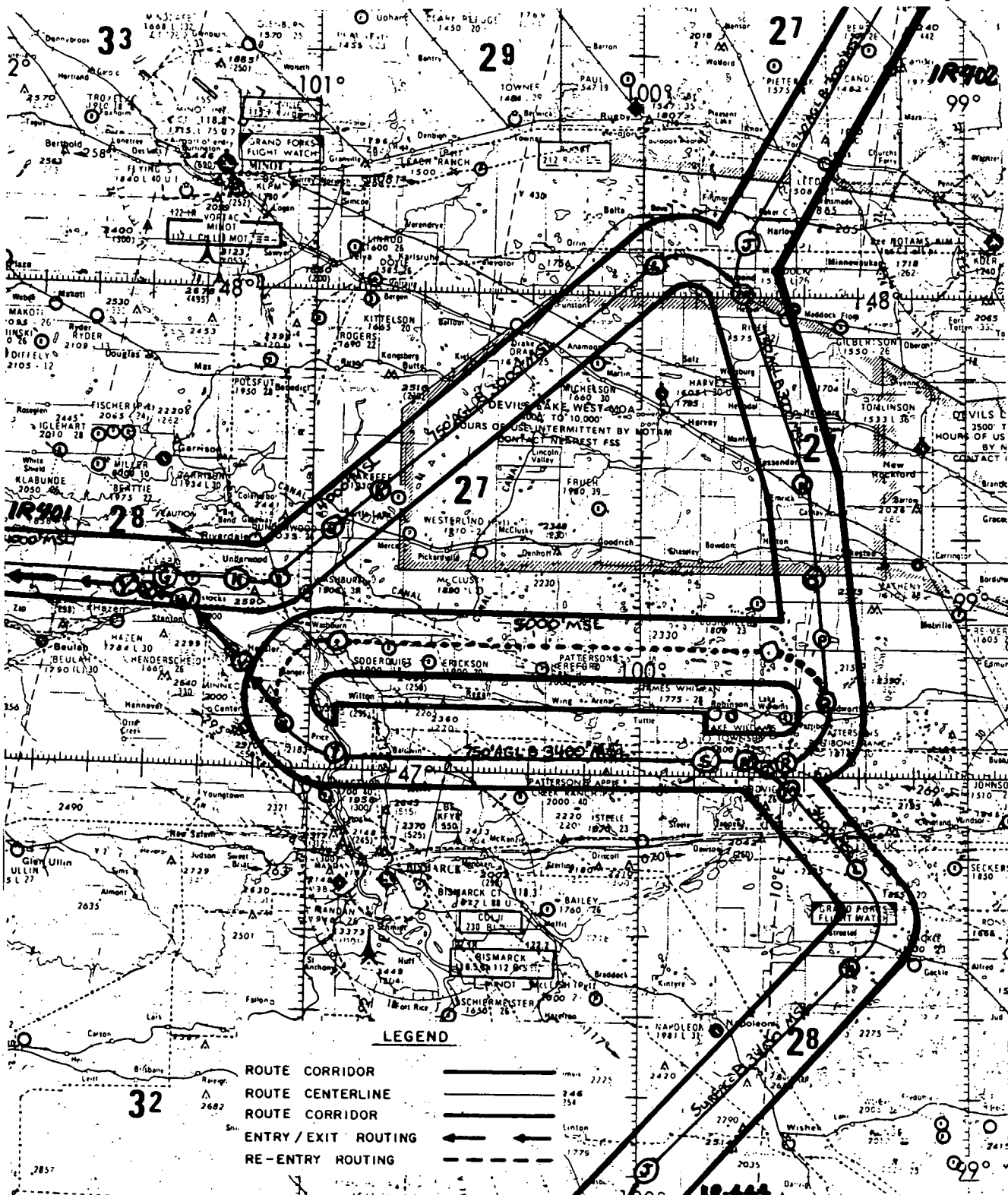
General Aviation aircraft crossing race track corridors north of Bismarck, either outbound or inbound to Bismarck, should maintain flight altitudes in excess of 5,000 feet AMSL, because of the increased

ground elevation.

Recently, an Air Force plane in a corridor North of Bismarck had a near-miss with a General Aviation aircraft, which resulted in the Air Force aircraft pulling up and missing the GA plane by about 200 feet of vertical altitude.

The map shows that there are numerous entry corridors to the race track corridor. Entry corridors are also contour flown at 750 feet above terrain. The entry corridor southeast is flown at about 3,400 AMSL, which bends near the town of Gackle to the southwest.

Another entry corridor is northeast of Bismarck designated IR402. This corridor splints near Esmond into two corridors as shown on the map. Each corridor shows the elevation being flown by Air Force aircraft in feet above mean sea level (AMSL) and 750 feet above terrain. The exit corridor is to the west as shown on the map. The exit corridor (IR401) however, can be reversed at times and become an entry cor-



Deck Flying Service Gulfstream American AG-CAT Sales - Service - Parts FOR SALE:

1979 G-164B 450.
FTO, 80 Gal. Fuel, Direct Drive Starter, 24V, Nav Lights, Solid Systems Control, Bottom Loading System, T.E. Spray System (41 Nozzles), Cool Seat & Ext. Plug, Auto Flagger, Compro Smoker, N8272K.

1969 G-164A - R-1340.
3850 TTAF, 750 SMOH, 350 STOH, Ext. Wing, 80 Gal. Fuel, D.D. Starter, 24 Volt, Nav Lights, External Plug, Heavy Gear, Combination Solids & New S.S. Trailing Edge Spray System (57 nozzles with shutoffs), New Battery, Tail Fabric & Tips, Bottom Loading New Fiberglass Hopper with Twin Trombone Vents, Flagger, Excellent maintenance history, 12-18-79 Annual.

\$44,000.00

1975 PIPER PAWNEE PA-25-260
865TTAF, Fixed Pitch Prop, Big Tires, Spreader, Smoker, Automatic Flagger, Nice Clean Airplane, Good Paint & Fabric.

\$21,000.00

Call Toll Free:
N.D. 1-800-732-4292
Other 1-800-437-5319

Deck Flying Service
Ron Deck
Box 675
Hillsboro, N.D. 58045
Off: 436-5880-Res. 436-5921

North Dakota Flying Farmers Association annual convention at Devils Lake

Wes A. Mirehouse, Wales, President of the North Dakota Flying Farmers Association announced that the 1980 annual convention of the North Dakota Flying Farmers will be held at Devils Lake, N.D., September 26, 27 and 28 at the Artclare Motel.

The North Dakota Flying Farmer State Association has 241 adult members and 47 juniors and teens. The North Dakota Flying Farmers are affiliated with the International Flying Farmers which has Chapters in 36 states in the U.S. and Canadian Chapters in the Canadian Provinces of Manitoba, Alberta, Saskatchewan, and Ontario and in Mexico south of the border.

On Friday night the Flying Farmers have a dance scheduled and a party for the teen-age members.

On Saturday, September 27, the Flying Farmers have scheduled a business meeting to receive annual reports from Harold G. Vavra, Secretary; Pat Hoggarth, Jamestown, Treasurer; and Wes Mirehouse, Wales, President. Other reports will be heard from delegates to the International Flying Farmer (IFF) Conven-

tion at San Diego, from Deloris Mirehouse, N.D. Flying Farmer queen, Farmerette report and from IFF officers present and from John Banker, Mohall, N.D., who is the Region 5 Director of the International Flying Farmers.

During the business meeting a slate of officers will be elected for 1981 including a President, Vice President, Secretary and Treasurer. Also to be elected are officials for the Ladies Auxiliary, teen-age officers, and a Newsletter editor.

On Saturday-noon, Jack K. Daniels, Williston, Manager of Sloulin Field International Airport, Williston, and Secretary of the N.D. Aeronautics Commission is the principal speaker at the men's luncheon. The ladies will have their own speaker at their luncheon speaking on the subject of microwave oven cooking. A tour of local interest is on tap for Saturday afternoon. Biennial flight rides are scheduled at the Devils Lake Airport for Saturday afternoon.

Saturday night is highlighted by a social hour at poolside followed by the annual awards banquet. Door prizes are given

at the banquet. Awards will be made to flying farmer man and woman of the year and teen-flying awards. The banquet is concluded with the crowning of a 1981 Farmerette and Queen of the North Dakota Flying Farmers. Also a Cessna Aircraft Company trophy will be presented to the newly crowned flying farmer Queen.

The convention is concluded with a breakfast Sunday morning and fly-out from the Devils Lake Airport.

Important letter received

We have received a Notice of Proposed Rulemaking, Docket Number 20424 which involves enlarging the aircraft identification numbers on some types of aircraft to 12 inches.

Gliders, amateur built, exhibition, and experimental aircraft in the 180 knot and under category could continue to use the three inch registration marks as appropriate.

FAA has received complaints from various law enforcement agencies which contend the small markings make it difficult to identify aircraft engaged in hunting, smuggling, and other illegal activities.

The small size of the present numbers is also causing air traffic control problems at busy airports as they can't be read from the ground. To ease the cost to aircraft owners who would be affected, FAA would permit the continued use of the smaller markings until the aircraft were repainted or the markings were changed.

The proposal would also permit reducing the markings on balloons to three inches.

Comments on the Proposed Rule should be sent to the Office of Chief Counsel, Rules Docket (AGC 204), Docket Number 20424, 800 Independence Ave. S.W., Washington, D.C. 20591. The deadline for comments is September 29.

The inclusion in your "Relative Wind" of the above proposal which affects the aircraft owners and pilots in our area would be greatly appreciated.

Lee C. Mills
Chief, RM-GADO-4

Air cargo service launched in North Dakota

Mid America Air Cargo, Inc., of Fargo, N.D., is setting up an air package express service to serve Bismarck, Dickinson and Williston to shuttle oil gear along the Williston Oil Basin and haul fresh shrimp from the Gulf Coast, according to Duane Strand, Fargo, a co-owner of the firm. Mid America Air Cargo is a new North Dakota Corporation.

Michael McElroy, a Fargo businessman, is President of the corporation, and Strand will act as a company consultant. Other owners are William Strand, a son of Duane Strand, who is an airline pilot and Jonathan Bowe, who will be Mid-America's pilot. All owners of the firm are from Fargo, N.D.

Strand said that cargo flights should begin about the end of August. Strand said Mid America will fly into Minot and Beulah, N.D. and plans to stop at other small airports, whenever there's a call for cargo. He said the cargo operation may connect Gillette, Wyo., with the cities of Dickinson and Williston. Mid America Air Cargo is operating on a charter basis now, according to Strand, primarily through various freight forwarders.

Strand said air cargo operations will take west-bound freight from major airlines in Fargo and forward it to smaller cities not served by airlines. He said that fresh seafood from the Gulf Coast will begin arriving as early as this fall. Mid America Air Cargo expects to start flying seafood as soon as the crop on the Gulf Coast is offered at a price that is affordable in the north. Strand said plans are two plane loads per month, each 1,200 pounds of shrimp will be flown from Louisiana.

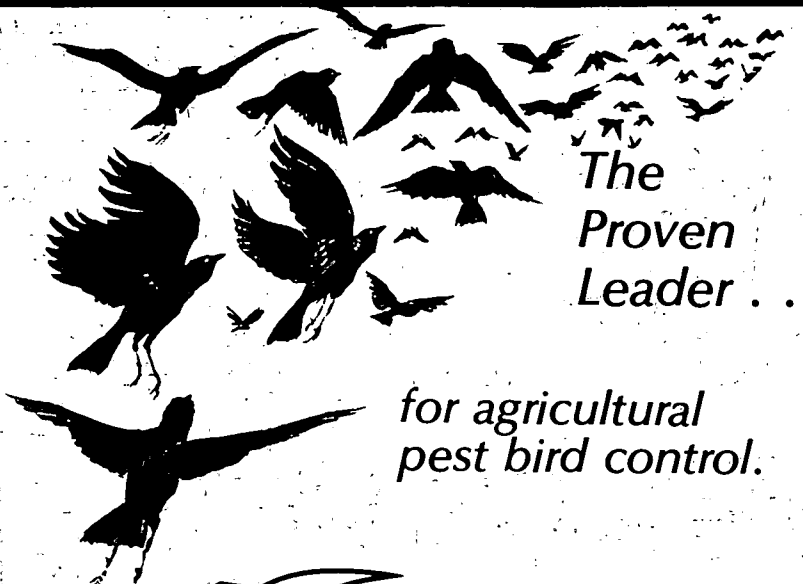
Duane Strand owns a Soup 'N' Such Restaurant in Fargo. He said he has already signed up half a dozen restaurants in the area to buy seafood.

Mid America Air Cargo presently has a single engine Cessna U206 leased from a private owner in Fargo, which

Continued on Next Page

A & P IN 1 YEAR!
Unique Practical Training
BECAUSE
Our FAA Approved A&P School is combined with our FAA Approved Repair Station.
— Approved For Veterans —
Classes Starting In
January - March - June - September
Write Or Call:
**Dakota
Aero Tech, Inc.**
P. O. Box 5534, SUS
Fargo, ND 58102 - 701-237-5305

**New pilot briefing
phone number**
Don't be discouraged with the Bismarck Weather Bureau. They are still here to advise pilots on weather conditions. They have a new weather briefing phone number which is 701-223-0647 or local Bismarck - 223-0647.



The Proven Leader . . .
for agricultural pest bird control.

AVITROL®

For details and information, call . . .

**Ostlund
CHEMICAL COMPANY**
1330 40TH ST. NO. — P.O. BOX 446
FARGO, ND 58102
TELE. (701) 282-7300

**AIRCRAFT ON INVENTORY AT
EXECUTIVE AIR EAST**

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 RX 170B with Gildscope and Loc. ADF KR86, Transponder KT78A, Auto Control 111B KMA20 Audio Panel with MRK BCN. **\$63,000.00**

1980 PA-28-161 WARRIOR
TTSN: 250 August 80 Annual, Nav. Comm., KX 170B, Transponder KT78A. **\$34,000.00**

1980 PA-28-161 WARRIOR
TTSN: 250 August 80 annual, Nav. Comm., KX 170B, Transponder KT78A. **\$34,000.00**

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. **\$17,000.00**

EXECUTIVE AIR EAST INC.
701-772-7262 G.F. Int'l Airport
RR 2 Grand Forks, ND 58201

was formerly leased by Turner Aviation Services, Fargo, which operated RealWest Airlines. Strand said the firm has plans to add a second plane soon, and up to two more sometime next year.

Strand said he does not expect to compete with Big Sky Airlines of Billings, Montana, which is serving nine cities in western North Dakota and eastern Montana and Sheridan and Casper, Wyoming.

Duane Strand was a pioneer in the commuter airline business in the late 1950s when he operated Northern Airlines, as a division of Air Activities, Inc., Fargo, which operated passenger service with two Model 520 Aero Commanders twin-engine aircraft on a route between Duluth, Minn., and five North Dakota cities. Northern Airlines discontinued scheduled passenger service after flying nine or ten months. Strand said that we were 25

years ahead of our time.

Duane Strand directed Air America, Inc., in Indochina during the Vietnam War. He returned to the United States in 1974, and has flown as a charter pilot since then.

Harold Vavra, director of the North Dakota Aeronautics Commission said that he has been advised by Strand that Mid America Air Cargo operations will operate mostly on a non-scheduled basis and less than five scheduled flights per week between specific North Dakota cities.

Vavra said that an air cargo service which is non-scheduled or operates less than five scheduled intrastate flights per week between specific North Dakota cities is not considered scheduled and is not required by state law to obtain a State of North Dakota common air carrier certificate issued by the North Dakota Aeronautics Commission.

Committee of Aeronautics appointed by the Governor were Wesley Keller, Minot; the late Dalton LeMasurier, Grand Forks; James J. Flannery, Jamestown; the late Harry Potter, Bismarck (who was manager of the Bismarck Airport) and C.W. McDonnell, a member of the N.D. Public Service Commission. Erling Nasset of New England, N.D., was hired as the first director of the Committee of Aeronautics on March 12, 1946.

During most of 1946, the Committee of Aeronautics and the Public Service Commission were at odds over the extent and scope of jurisdiction of each agency over aviation matters. Under the leadership of Chairman Wes Keller, the Committee of Aeronautics with the support of the Governor and assistance of the Attorney General decided to draft legislation, which would sever its ties to the Public Service Commission and create a separate Aeronautics Commission, for consideration by the 1947 Session of the N.D. Legislature.

As a result of many efforts of Wes Keller, the 1947 Session of the N.D. Legislature enacted into law a bill which created the North Dakota Aeronautics Commission and repealed the 1945 law which had created a Committee of Aeronautics within the PSC. The new law provided that the Governor shall appoint the Committee of Aeronautics as the initial members of the North Dakota Aeronautics Commission, who were to serve their unexpired terms of office.

The newly created Aeronautics Commission held its first meeting on July 17, 1947. Wes Keller was elected its first Chairman; Dalton LeMasurier, Grand Forks, Vice Chairman; and Harry Potter, Bismarck, Secretary. Other initial members were James J. Flannery, Jamestown and Irven A. Myhra, Fargo.

Wes Keller was re-elected Chairman of the Commission

annually until 1952. He was elected Chairman in 1955 and again in 1960, when he resigned from the Aeronautics Commission, when his employer the Consolidation Coal Co., made him Vice-President of Sales and transferred him to Minneapolis where he remained until his retirement in 1964. Upon his retirement he and his wife Edna moved back to Minot, where he has been active with committees of the Minot Chamber of Commerce including Transportation, Aviation, and Military Affairs. During his active years, he was chairman of the Greater North Dakota Association's Industrial Committee for nine years, past president of Minot's Rotary Club, Community Concert Association, Dinner Club and Community Chest.



Wesley E. Keller, early pioneer

In the creation of the North Dakota Aeronautics Commission

By Harold Vavra, Director Aeronautics Commission

Wesley E. Keller, Minot (now 81) was an early pioneer who had more to do in the creation of a state aviation agency in North Dakota than any other individual.

He has the distinction of being the first Chairman of the Committee of Aeronautics which was created in 1945 by the North Dakota Legislature as a Division of the State Public Service Commission, which was the forerunner of the North Dakota Aeronautics Commission. Keller at that time was a



A photo of Wesley Keller when the Aeronautics Commission was formed.

Vice President of Truax Traer Coal Co., headquartered at Minot.

The state law which created a Committee of Aeronautics as a Division of the PSC, was passed with an emergency clause and became effective March, 1945, as soon as the late Governor Fred G. Aandahl signed the bill. The first members of the

N.D. AERONAUTICS COMMISSION

Director: Harold Vavra, Bismarck, N.D.
Chairman: Nicholas F. Schuster, Fargo, N.D.
Vice-Chairman: Ward Whitman, Robinson, N.D.
Secretary: Jack K. Daniels, Williston, N.D.
Commissioners: Alfred C. Pietsch, Minot, N.D., John D. Odegard, Grand Forks, N.D.

HANDHELD-PORTABLE AIRCRAFT TRANSCEIVER

RT-150 VHF-FM 150-174 MHZ 2 CHANNEL
RT-450 UHF-FM 450-512 MHZ 2 CHANNEL
RT-125 AIRCRAFT 118-136 MHZ 4 CHANNEL

If you are in: business, airport ground vehicles, aircraft & ferrying and standby, sail plane ground crew, aviation instruction, search and rescue or any other activity having a need for 2-way portable communication, then you need a RITRON Transceiver.

This American made Transceiver comes with antenna, rechargeable batteries and charger. When ordering specify frequency desired. RT-125 has standard 122.8.

*SUGGESTED LIST PRICE \$325.00

10% Off - Introductory Offer

Write or call today to

PLAINS AERO INC.

BOX 408

WAHPETON, ND 58075

701-642-6151

*Tax & Shipping Extra



ND AVIATION ASSN. OFFICERS

President: William Beeks, Central Flying Service, Washburn, ND.

Vice-President: Ron Ehlers, Dickinson Air Service, Dickinson, ND.

Treasurer: Larry Linrud, Tri-State Aviation, Inc., Wahpeton, ND.

Secretary: Fred Anderson, Aviation Services, Inc., Minot, ND.

Immed. Past President: Robert Odegard, Odegard Aviation, Inc., Kindred, ND.

Exec. Secretary: Jack Daniels, Serv-Air Accessories, Inc., Williston, ND.

Delegate to National Agricultural Aviation Assn.: Bob Woods, Woods Flying Service, Grand Forks, ND.

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-76 X-ponder, KN-65 DME, III B A/Pilot w/couplers, Conference Seating, EGT, LR Fuel, Tinted Windows, Elect. Trim, HD Brakes & Tires, Sound Proofing, GSP, New Annual, NDH, One Owner, Brown/Gold, Brown 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 ADP, 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

\$14,500.00

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, IIIB A/pilot, Sound Proofing, OH Vents, Tinted Windows, Black/Gold/White, Gold Interior. N8114H NDH

\$42,000.00

1970 PIPER NAVAJO B

3300 TT, 1050 SMOH, L&R, 2-KX-170B's, KR-85 ADF, KT-76 X-ponder, 190 DME, KNX 40 Radar, IIC A/pilot with couplers, GS, C. Pilot Instruments, C. Pilot Brakes, Cabin Divider, Executive Tables L & R, Toilet & Bar, Oxygen, Tinted Windows, Floor Runner, Full DEICE, Hot Windshield, Stobe, 8 Seats, Nov. Annual, Blue/Red / White, Red Interior, NDH N6647L

\$125,000.00

1979 PIPER AZTEC

245 TTSN, King Silver Crown, Flight Director, HSI, 25 Amp, ELT, EGT, Aux. Fuel Tanks, Wing Insp. Lights, Tinted Windows, Encoding Altimeter, KN 65 w/K1 266 Ind. DME, KA 58 DME Hold Switch, Red/Gold/Black, Black Interior. NDH N2510M

\$152,000.00

1978 AG CAT

450 HP, 250 HRS, B Model High Density Combo, 80 gal fuel, 12 volt, side load, Nav Lights, APU, In Line Strainer, Pilot Cool Seat.

\$67,000.00

JAMESTOWN AVIATION, INC.



PIPER PAWNEE BRAVE

Post Office Box 427
Jamestown, North Dakota 58401
Phone 701-252-2150



HERE ARE FOUR GOOD REASONS WHY YOU SHOULD PICK UP YOUR PHONE AND DIAL YOUR CESSNA DEALER* RIGHT NOW!



1. OUTSTANDING PRICES!

Cessna has authorized Dealers to make outstanding offers on new 1980 model aircraft. Our Dealers have "more room to deal" than ever before. This can mean an outstanding price for you.

2. NEW FINANCE PLANS!

There are more new plans for financing available from Cessna Finance Corporation and your Cessna Dealer, **PLUS:**

- 75% payments during the first year to reduce cash flow requirements.
- A rewrite option during the first year allows you to take advantage of any drop in interest rates at Cessna Finance Corporation.
- "Wraparound" financing allows you to take advantage of your current rate and term with Cessna Finance Corporation.

3. EXPANDED DEMO PLAN!

A greatly expanded demonstration program makes it easier and more convenient than ever before to get a demonstration arranged at the time and place best suited to your schedule. Call and let your Dealer know what you want demonstrated and when and where.

4. TRADE-IN APPRAISALS!

Special emphasis is being given to good used aircraft by your Cessna Dealer. Now is the time to call in the information needed for a good trade-in appraisal ... it's the easy, convenient way to get things moving!

MAKE A CESSNA GOLD RUSH SALE ACTION CALL!



FLY CESSNA
The World's Number 1 Business Airline