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.

As Behrens fought 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 half-home... and a lot more 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.

Of course he had the idea, he refined it until it met the variety of needs he saw.

Today, he is manufacturing.

Minot Airport manager

C.W. Petersen took over the job of Minot Airport Manager in 1957. The job has kept him 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 farm 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 began 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 Matter each 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 City 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 aviation 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 Lockheeds.

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.

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 nothing.

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 cleaning. 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 imaginary 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 airport operator's choice.

The letters, numbers and ar- rows 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 bigger 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 in one year. The first time for drought 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 growth 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 were 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 balloons. Antique airplanes and their own- ers are especially invited.

Charles Klessig 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 alignment of 4,200 ft. by 75 ft., taxiway and apron extension, paved airport road which involved land and clear zone acquisition and a 500 ft. extension of the paved NW-SE runway. The runway improvement was built at a cost of about $14,000 including $200,000 in federal aid funds and $50,000 of state aid funds.

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

Breakenridge- Watpheton

Interstate Airport

gets airport funds

The Federal Aviation Administration, Airports Division, Rocky Mountain Region, Denver, has allocated $124,141 of federal airport-aid funds to the Breckenridge-Watpheton Interstate Airport Authority for acquisition of land and clear zones for runway expansion.
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 $11.

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 1936. It was remodeled and expanded as needed in 1962, 1965 and 1979. 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 Denver, Colorado. This may require expansion of the customs facility.

Canadian 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 elsewhere.

The effort to get regular service 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.

RedWest 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 to 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 heading toward the southwest also rely on Minot air flights.

"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. Recesson plus the drought are linked to this. The lack of snow in winter 79 signaled 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 Minot airport provides an aerial survey to watch for any possible pipeline breach.

The three firms there are "Pietish Flying Service, Minot Airline Services 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.

Transit 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 plus, Petersen says. This office helps draw Canadian traffic. Pilots can stop here and declare customs at Minot and continue south.

Canadian pilots also buy aircraft in the states and use the Minot Custom facilities. They are allowed 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 services, 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 transcontinental 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 pilots.

In addition to Petersen, the Minot Airport staff includes: an assistant, Walt Benson, and 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 so the no fee parking lots, located close and convenient to the terminal. While parking fees may come one day, Petersen says thus far they have not pressed for fees. There has been adequate parking with no need to use fees to pay for the airport.

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

Located right next to the terminal is the airport inn. The original station and trucks are airport owned. Certification rules require this fire coverage for air carriers. The airport linenmen 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 downdown of area pilots waiting to use the excellent facilities.

Parkway Inn and motel roll to the terminal, pick up one of the direct line phones to a nearby motel and arrange for transportation and lodging and you are ready for either a business or pleasure stay in the Magic City.
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 operators.

FAA is proposing to eliminate the annual limits on flight time for some categories of flight operations. Single-pilot crews operating under Part 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 90-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 commuter and $19.2 million for air taxi operators. However, FAA noted that the cost estimates are "based on incomplete data" and said, "with a 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 job losses, 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. 30, with reply comments due Nov. 19.

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 time," the "total block time" and "commercial flying other than a pilot's principal

Continued on Next Page

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 it comes. You will also find a story on the continuing debate over air ambulance work and the ongoing impact of the "Do Gooder" 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.

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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 Aircraft Operations 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. More than the nearest low altitude corridor edge is about 15 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 (ceiling flying) or at 3,000 feet above mean sea level (AMSL). The Bismarck Airport is 1,677 feet above 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 line) 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 two at 5,000 ft. AMSL, the corridor north of 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 exit 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 1R402. 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 show on the map. The exit corridor (IR401) however, can be reversed at times and become an entry corridor depending on Air Force traffic.

CAUTION: Routes and activity can be checked by the pilot by calling the nearest FAA Flight Service Station. 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 route. 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 Cautions 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 Rocky Mountain Region, Denver, announced an FAA Aviation Safety Seminar combined with an FAA Rocky Mountain Region, Denver, announced an FAA Aviation Safety Seminar combined with an FAA Rocky Mountain Region, Denver, announced an FAA Aviation Safety Seminar combined with an FAA Rocky Mountain Region, Denver, announced an FAA Aviation Safety Seminar combined with an FAA Rocky Mountain Region, Denver, announced an FAA Aviation Safety Seminar combined with an FAA Rocky Mountain Region, Denver, announced an FAA Aviation Safety Seminar. The seminar will be held at Bismarck on Thursday, September 25, 1980 at 7:00 p.m. at the Holiday Inn, Bismarck, N.D.

(1) Michael (Mike) Beiriger, General Aviation District Office, Fargo, will conduct an aviation safety seminar starting at 7:00 p.m. to 9:30 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 discuss 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.
West A. Mirehouse, President of the North Dakota Flying Farmers Association announced that the 1980 annual convention of the North Dakota Flying Farmers will be held on Devil's Lake, N.D., September 26, 27 and 28 at the Artelcare Motel.

The North Dakota Flying Farmer State Association has 341 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, Waubay, President. Other reports will be heard from delegates to the International Flying Farmer (IFF) Convention 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 Skyline 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. Bismarck Flight rules are scheduled at the Devils Lake Airport for Saturday afternoon.

The ladies luncheon will be 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 for the North Dakota Flying Farmers. Also a Cesna 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. Dockets 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 this 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 to three inches.

Comments on the Proposed Rule should be sent to the Office of Chief Counsel, Rules Docket (AGC 294), 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 air craft owners and pilots in our area would be greatly appreciated.

Lee C. Miller
Chief, RM-GADO-4

New pilot briefing

phone number

Don't be discouraged with the Bismarck Weather Bureau. They are still here to aid pilots on weather conditions. They have a new weather briefing phone number which is 701-223-9647. or local Bismarck - 221-9647.

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1979-1980 RELATIVE WIND

Air cargo service launched in North Dakota

Mid America Air Cargo, Inc., announced recently it will set up an air package express service to serve Bismarck, Dickinson, and Williston on the Gulf Coast to Duane Strand, Fargo, a co-owner of the firm. Mid America Air Cargo is a new North Dakota Corporation.

Duane Strand, a Fargo businessman, is President of the corporation, and Strand will act as company captain. Other owners are William Strand, a son of Duane Strand who is a airline pilot and Jonathan Bowe, who will be Mid America Air Cargo's chief pilot. 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 Beach, N.D., and plans to stop at other small airports, including Williston, 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 that air cargo operations will take west-bound freight from 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 will offer a guaranteed service to start flying seafood as soon as the crop on the Gulf Coast is delivered at a price that is affordable in the north. Strand plans said the planes are two 99 percent unloaded, 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 spent the last year setting up: half a dozen restaurants in the area to buy seafood.

Mid America Air Cargo presently has a single engine Cesna U-206, operated by a private owner in Fargo, which is

Continued on Next Page

North Dakota Flying Farmers Association
annual convention at Devil's Lake
was formerly leased by Turner Aviation Services, Fargo, which operated RealWest Airlines. Strand said the firm has planned to add a second plane soon, 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.

During the 1940s, Strand was a pioneer in the commuter airline business. In the late 1960s after 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 of 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 23 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 own a State of North Dakota common air carrier certificate issued by the North Dakota Aeronautics Commission.

Wesley E. Keller, early pioneer

In the creation of the North Dakota Aeronautics Commission

By Harold Vavra, Director

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

Vice President of Trux 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 1, 1948, as soon as the late Governor Fred G. Aandahl signed the bill. The first members of the 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 (then manager of the Bismarck Airport) and C.W. McDonnell, a member of the N.D. Public Service Commission. Eirling Nessel 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, the law was considered 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 1, 1947, when Wes Keller was elected its first chairman; Dalton LeMasurier, Grand Forks, Vice Chairman; and Harry Potter, Bismarck, Secretary. Other initial members were James J. Price, 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 moved to Portland, Or., where he has been active with committees of the Minot Chamber of Commerce including Transportation, Aviation, and Military Affairs.

N.D. AERONAUTICS COMMISSION

Director: Harold Vavra, Bismarck, N.D.

Chairman: William Hendrickson, Bismarck, N.D.

Vice-Chairmen: Alvin F. Schulz, Minot, N.D.

Robin, N.D.

Secretary: Fred Daniels, Williston, N.D.

Treasurer: Jack Daniels, Serving-Air-Airports, Inc., Wallis, N.D.

Delegate to National Aeronautic Association: Bob Woods, Woods Flying Service, Grand Forks, N.D.

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