New terminal at Devils Lake

Over 1000 attend
building dedication

Over 1000 persons, including officials representing the State Aeronautics Commission, Federal Aviation Administration, Devils Lake Fixed Base Operators attended the July 12th dedication of the new airport terminal building at the Devils Lake Municipal Airport. An air show followed this event.

Before the dedication, the Air National Guard from Fargo made a jet flyover. Devils Lake is the headquarters for glider training for the North Dakota National Guard. C. Emerson Murray, Adjutant General and staff were present.

James V. Kuchar, Chairman of the Devils Lake Municipal Airport Authority served as master of ceremonies. Kuchar introduced a number of officials present, including National Guard Adjutant General C. Emerson Murray and staff, Members of the Devils Lake Airport Authority including Harold Parkin, D. J. Mahoney and Carl Hibbard, as well as Joe Belford, Devils Lake City Commissioner and Clint Consers, Ramsey County Commissioners. He also introduced Harold Vacca and Roger Pfeiffer, Director and Assistant Director of the Aeronautics Commission; Donald Rask, Chief, Bismarck FAA Airport Planning Office and the Engineer Mill Hoepel, as well as officials of Big Sky Airlines and representatives of two Devils Lake based business sponsors.

Short speeches were given by Adjutant General Murray, Joe Belford, City Commissioner, Clint Consers, Ramsey County Commissioner and Lawrence Knoke, Manager of the Devils Lake Municipal Airport.

Master of Ceremonies Kuchar gave a short resume of Harold Vacca, Director of the Aeronautics Commission and asked on him to make a speech preceding the ribbon cutting ceremony.

Vacca told the group that the new airport terminal building is Devils Lake's image to the traveling public. He said the terminal is the focal point of airline passengers flying into and out of Devils Lake and the Lake Region on Big Sky and other airlines and the new terminal gives Devils Lake passengers a welcome to their airport.

Vacca said that Big Sky Airlines inaugurated its new service to Devils Lake on January 15th this year with one flight per trip per day between Bismarck, Devils Lake and Grand Forks, replacing Republic Airlines.

That on April 30th, Big Sky Airlines, following route approval by the CAB, increased its frequency to two round trips daily.

Vacca said that the Lake Region Air Service area includes not only Devils Lake and Ramsey County but also the area encompassed by Benson, Pierce, Rolette, Towner, Eddy counties and parts of Foster, Nelson and Cavalier counties. He said that one thing for sure, it will have to be developed, it will not be an accident.

Vacca said that Big Sky Airlines is providing Devils Lake and the Lake Region with very good service with better flight times than Devils Lake has ever enjoyed in the past 20 years. In addition, Big Sky Airlines is providing Devils Lake with excellent connections through both the Bismarck and Grand Forks gateways with the major airlines, including American and Northwest and Republic.

In addition to excellent connections through the two gateways, Big Sky Airlines is providing Devils Lake with the best timed commuter service between Devils Lake and Bismarck, which permits a Devils Lake passenger to leave in the morning for Bismarck with an early evening return.

Vacca said the connection on Big Sky are so good that a Devils Lake passenger can leave in the morning from Devils Lake and arrive at Minneapols by 8:30 a.m. or through the Grand Forks gateway with a 9:30 a.m. arrival.

Vacca said that the Devils Lake Airport Authority and the City of Devils Lake are making a wise decision in supporting Big Sky Airlines to replace Republic Airlines when it did, when an able and efficient commuter airline was available.

Vacca said today, only six months later, there is a shortage of commuter airlines in the upper mid-west capable of replacing all of the services being dropped by large regional airlines.

In the last 30 days, Republic Airlines has served notice of its intent to eliminate its air service in three Minnesota cities as soon as a replacement airline is found. Three points are Mankato (Pop. 31,000), Fairmont (Pop. 11,000) and Worthington (Pop. 11,000).

In South Dakota, Republic Airlines has served notice of its departure as soon as a replacement airline may be found at Brookings (Pop. 13,800), Huron (Pop. 13,300), Mitchell (Pop. 13,500) and Yankton (Pop. 12,300). In early July, Republic served a 90-day notice to drop its service to Pierre (Pop. 10,900), the State Capital of South Dakota. This service may be dropped at Pierre, S.D. because Pierre also has service provided by Western Airlines.

Devils Lake Airport Improvements

Vacca in his dedication talk, praised the Devils Lake Airport Authority because of its aggressive move to make major airport improvements while Federal-aid funds were available.

Major airport improvements took place between 1977 and 1980, when federal-aid funds were available. At present, there are no federal-aid funds available. The federal-aid airport program expired on October 1, 1980. In the meantime, bills in Congress to renew this program for five years got caught in a budgetary crossfire and no great progress has been made by Congress since last October. In fact, it will be a miracle, if this program is renewed in this Session of Congress because of the debate on taxes which has taken a higher priority. This is true notwithstanding the fact that the Federal Airport Trust Fund has a $4 billion dollar unspent surplus.

Devils Lake Airport Authority in the past four years, constructed overlay pavements on both the 5,400 ft. NW-SE and the 4,300 ft. NE-SW runways, taxiways and apron and installed new medium intensity runway lights. The airport constructed a three bay airport equipment building and purchased new rotary snow removal equipment and installed new fencing, drainage, built access roads and rebuilt the airline terminal building, which is being dedicated today. Devils Lake Airport built a fire station, purchased a fire truck and installed a new rotating beacon.

All of these improvements and new equipment cost about $2,500,000. Devils Lake Airport Authority received federal-aid airport funds of about $1,711,300 for these projects. The State Aeronautics Commission provided $94,000 in state aid. The Devils Lake Airport Authority and Ramsey County provided local funding of about $220,000.

Ramsey County Assistance

In July, 1979, the Ramsey County Board of County Commissioners agreed to levy a 1 mill county-wide airport levy which covers all property in Ramsey County outside of the City of Devils Lake. The City of Devils Lake levied a 4 mill county-wide property tax to provide local share of funding for these projects. Ramsey County agreed to contract the county funds to Devils Lake Airport Authority for airport assistance.

Conclusion

To make this program fly financially, Vacca said at the dedication, it took support from all four units of government, including the City of Devils Lake, Ramsey County, Federal and State governments.

Vacca said that he was certain that all of these projects would have never got aggressive attention at the right time without Lawrence Koake, airport staff and continued dedication.

Continued On Next Page
Message: Aviation industry's future linked to future of oil industry

By Patricia J. Stiles

By加大风力

66 control towers face review for possible closing

The Controller General of the United States (General Accounting Office) (GAO) in a recent report to Congress recommended that the Secretary of Transportation review the need for FAA Air Traffic Control Towers and identify those which of these control towers in the U.S. can be closed and considered to close operation.

The report says in its report that the FAA has developed more stringent standards (higher annual traffic counter necessary before a new control tower may be built, but is not applied to existing standards to existing facilities. The GAO said that considering the FAA's projection of air traffic activity, at least 50 of the 66 control towers named in the report will not have to be closed if a new tower were to be built by 1986 that would justify closing tower establishment. The GAO said that estimated 1980 average year cost of 65 of the 66 control towers is $37,000,000, or a total of $18,6 million.

The GAO recommended that the Secretary of Transportation to the FAA Administrator to identify towers candidates for discontinuation by adopting uniform criteria that require an up-to-date analysis of the benefits and costs of each unit. GAO also said in its report that the FAA could save additional money by reducing the hours of operation at those towers that would remain open and recommended FAA air traffic control towers identify candidates for reduced hours of operations.

FAA air traffic control towers in the upper-medium productivity in the GAO reported recommended review include: Minid, North Dakota; Chicago, Illinois; Des Moines, Iowa; Indianapolis, Indiana; Dayton, Ohio; Denver, Colorado; Seattle, Washington; St Louis, Missouri; and Duluth, Minnesota.

Senators Quentin N. Burdick (N.D.) in a letter to the Manager of the FAA Administrator, with copy to the Senate Aeronautics Commission, said that he had re-examined an amendment to the fiscal year 1982 transportation bill markup providing that no funds may be used to close air traffic control tower unless it is expressly earmarked.

Senator Burdick said that the purpose of the amendment to the extension of the closure of 66 airport control towers recommended by the General Accounting Office because they do not meet FAA cost-benefit standards.

Senator Burdick said that nowhere in this report is there an allowance for the economic benefit to communities having a tower-equipped airport.

Senator Burdick's letter concludes that even if one were to accept the FAA's questionable methodology, the cost over benefit savings in many cases is miniscule. He said if this amendment is accepted, Congress will be assured a vote in those decisions and will have an opportunity examine the data on which such closures were recommended by the General Accounting Office. Senator Burdick is a member of the U.S. Senate Appropriations Committee.

During the deliberation, the Devils Lake Elvis Band put on a concert.

Air Show

An air show followed the terminal dedication. Aerobatics were flown by Howard Pridgen, N.D., N.D., flying a Dehavilland Chipmunk, Gene Elliott of Lenoir, N.C., flew a novelty act. Thomas Carns, of Redmond, Bob Runtz, a rope and whip artist. Prizes were awarded to the winners of the largest waggon, perch and northern in the annual community activities.

Devil's Lake Daily Progress awarded for two $100 prize trip tickets donated by Big Sky Airlines between Devils Lake and Bismarck.
The newly reorganized North Dakota Aeronautics Commission, during its June 20 meeting in Bismarck, approved airport grants by paying 50 percent of the cost of improvements and equipment totaling $364,000 to 21 general aviation airports located in 15 counties, according to Harald Vavra, Director.

The largest grants were $49,000 to International Peace Garden Airport for engineering and constructing an overflow pavement on runway, taxiway, apron and road; $32,000 to West Fargo for purchase of land, engineering, grade and seed a new airport; $40,000 to Bottineau for grading and paving 5,000 ft. runway, taxiway and apron; and $48,000 to Lakeport Airport for bituminous paving of 4,600 ft. runway, taxiway and apron. Other airports receiving state grants were:

- Ashley — $1,500 to purchase new airport beacon light and move beacon tower
- Bismarck — $2,500 for concrete and black top ramp
- Cavalier — $6,000 to remove portions of failed pavement runway and replace with cold mix
- Cooperstown — $5,000 for roadway crack filling and runway striping
- Enderle — $13,000 for asphalt seal on runway, taxiway and apron
- Hendrith — $12,000 for cement patch with mower and snow blade
- Hazen — $1,000 for grading aircraft parking area and aprons
- Hillsboro — $2,100 for sealing runway crack filling system
- Hettig — $3,700 for sealing cracks on runway, aircraft parking seal coat, road control for runway lights, lighted wind sock and VASI
- Devils Lake — $2,000 to install underground electric service to airport, purchase of runway lights
- Kindred — $16,000 to construct runway gravel base, armor seal of runway, runway lights;
- LaMoure — $2,000 for paved runway crack filling and sealing
- Maddock — $500 for runway lights and wire;
- Mott — $3,200 for crack sealing of paved runway, taxiway and apron;
- Napoleon — $6,700 for maintenance building, airport mower and snow blade;

Northwood — $3,200 for paved runway and apron crack filling and sealing;

Oakes — $3,300 for installing runway and taxiway lights and paved apron;

Park River — $2,500 for crack filling and sealing of runway and taxiway;

Parshall — $100 for materials for runway repair;

Roger — $1,900 for runway lights, underground wire, lighted wind T, radio control of lights, crack filling and sealing of paved runway;

Rolla — $7,700 for paved runway crack filling and sealing;

Rugby — $1,500 for filling and sealing cracks on runway taxiway and apron;

Valley City — $9,000 for purchase and installation of non-directional radio beacon;

Vehla — $7,500 for land for new airport;

Watford City — $13,000 to drill water well, pressure system, install VASI, purchase of rotary snow plow and tractor and gravel for terminal area;

Wishek — $26,000 to grade, lengthen and realign runway, drainage, wind cone and seeding; and

Wynomare — $600 for mowers for maintenance of turf runway.

The State Aeronautics Commission receives its funds from a 1 percent user excise tax on the sale of aviation gasoline and jet motor fuel sold in North Dakota, Vavra said.

The Aeronautics Commission has granted 50 percent of the cost, therefore total improvements amount to over $700,000 on general aviation airports.

North Dakota has 51 general aviation airports with paved runways with more coming on line each year. This means that each year there will be a number of airport-tail grants just to maintain the system, Vavra said.

---

**Spray fee checks disbursed**

The North Dakota Aeronautics Commission has mailed checks to 33 County Treasurers for a total of $35,150.52 which represents the Counties’ apportionment of aircraft and spray license fees collected in the State during 1980. A total of 1,603 airplanes and helicopters were licensed in North Dakota last year.

- Cass, Fergus and Ward Counties registered the largest number of airplanes with Cass registering 214 airplanes, Grand Forks 153 and Ward 123 airplanes.

The County apportionment of funds amounts to 5 percent of each resident aircraft registration and 50 percent of aerial crop spraying fees collected as provided in the State Aeronautics Act.

**Treasurers follow:**

<table>
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<tr>
<th>County</th>
<th>No. of Payment Airlines</th>
<th>Treasurers</th>
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<tr>
<td>1. Cass</td>
<td>$3,653.24</td>
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</tr>
<tr>
<td>2. Grand Forks</td>
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<td>3. Ward</td>
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<tr>
<td>4. Burleigh</td>
<td>$2,777.79</td>
<td>103</td>
</tr>
</tbody>
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**August 1981**

Relative Wind
Parquat exemption affects 210,000 acres in Red River Valley

If the weather doesn’t cooperate to create ideal edible bean harvest conditions, North Dakota edible bean growers will have a backup chemical aid, according to N.D. Sen. Mark Andrews. Andrews said on July 9 the EPA has granted an emergency exemption to North Dakota for the use of parquat as a desiccant on dry edible beans. The exemption has been granted for use on a maximum of 210,000 acres in the Red River Valley.

Edible Bean industry spokesman Tim Courneya of the Red River Valley Edible Bean Association reports a 40 percent increase in edible bean acreage in North Dakota this crop season.

North Dakota is now number two nationally in the production of edible beans and number one in the production of pinto beans.

"If our bean growers receive a light frost before the time of harvest to kill the plant leaves and weeds, the use of parquat is not necessary," Andrews said.

However, we must have the ability to allow its use if it looks like our beans might suffer a hard frost which would harm the beans as well as kill the leaves and weeds.

Parquat is used as a herbicide aid since it can control the time of harvest, thereby saving entire crops. The chemical cannot be used on crops when the weather cooperates by providing a light frost to create needed conditions for a timely harvest.

But farmers can relax knowing that parquat is available if needed. "At least we’ll be prepared to assure our bean producers they can use it if necessary," Andrews concluded.

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Only a phone call away: That's the staff of our Aeronautics Commissioner

A competent staff administered by North Dakota Aeronautics Commissioner Ronald Vavas is only a phone call away for members of the North Dakota aviation industry.

Roger Pfeiffer, assistant aeronautics director, is a native of eastern Montana. He was raised on a farm south of Redstone. A graduate of Plantywood High School, Pfeiffer recalls he and his two brothers enjoyed rural life.

After graduation, in 1967, he went on active duty with the Army Reserve and was stationed at Ford Ord, Calif. and Fort Leonard Wood, Missouri. In 1968 he took a job in Atlanta working on the Radar Dew Line as an aircraft mechanics helper. Headquartered at Point Barrow, Pfeiffer described the area as isolated. The company supplied all employee needs. An employee would work out in the field for three months then be brought back to the main terminal at Fairbanks a month to catch the isolation. Since he was single at the time, Pfeiffer said the isolation did not gnaw at him as much as it might have with a man who had a wife and family.

His assignment included flying throughout the area and believing any isolation or feeling of being tied down.

With 42 aircraft in the fleet he really became interested in aircraft. This experience really kindled that desire to fly.

In 1969 Pfeiffer attended flying school at American Flyers in Ardmore, Okla. and received his commercial and instructor ratings.

He then worked in Montana for awhile as an instructor and in aerial crop spraying.

In 1963, he joined Dickinson-Air Service in North Dakota. His duties then included aerial spraying, instructing and handling charter flights.

It was while in Dickinson that he met his future wife. He and Sally were married in 1964.

In 1966 he joined the North Dakota State Highway Department as the department pilot. He remained there until 1979, logging over 10,000 hours of flight time.

His duties at the state job included aerial mapping and photography and flight line personnel, including the governor, all over the state.

However, in 1980 he saw a job that would put him in the air less often. His love of flying had not decreased but he needed to support his growing daughter, now 11 and 12, with increased schooling.

"It was an interesting job," he reports, "one I enjoyed but the kids were getting older and needed my time and attention. The job would sent me off for night time and weekend flying." The job at the Aeronautics Commission combines his love of aviation with his love of family. Today he can spend more time with warmen, 12 and Linden, 11. Hobbies include camping, hunting and fishing.

In 1979 he accepted a job with FAA at a flight service station. After a training period, he was assigned to Minot, where he stayed until accepting the N.D. Aeronautics job in Dec. 1, 1980.

The move back to Bismarck was welcomed by the family since the kids consider Bismarck as home, he says. "I am looking forward to new challenges working with the pilots and airport people. I know many of them through my many years in the aviation industry in the state."

Pfeiffer's new job with the state includes a variety of duties. One is working with airports to help them gain needed funding for projects, he also helps them with overall development and improvement projects. Naturally, continual maintenance is also a part of this program. He is also working with airports and airlines as deregulation changes the aviation scene in North Dakota.

Vavas is in close contact with these cities and the airlines. Pfeiffer helps gather needed data for analyzing as airlines such as the commuter line Big Sky decides to move into new service areas.

Pfeiffer has attended numerous seminars over the years in an effort to keep on top of his chosen field. His ratings include commercial, multi-engine, instrument and instructor's.

All of this helps as he endeavors to serve the overall interests of the state aviation industry.

Pfeiffer will see alot of North Dakota this summer as he inspects various airports to provide updated records on conditions under a federal project. This is an annual project done by the state for the federal government.

These inspections of 80 airports include checking approaches, runways, maintenance and conditions.

Mark Holzer of the Aeronautics Commission office may join Pfeiffer on a runway as they discuss plans and improvements.

Holzer, a native of Zealand, N.D., is the Commission's planner-draftsman. A graduate of Bismarck Junior College, he completed his four year degree at Mary College and has a BS in math and natural sciences.

He worked for three years with Moore Engineering. When the economy slowed, so did construction and Holzer was back on the job market. But not for long since he reports he didn't even get to go through the nerve wracking ordeal of job hunting.

He heard about the opening at the Aeronautics Commission and applied. He had the right background and killed the gap by lots of safety and legal requirements and other FAA documentation.

On the job for about a year, he reports he likes it and is becoming an aviation fan.

In a future article in Relative Wind we will be introducing Alice Keller and Donnet Strandjord of the Aeronautics Commission team.

Alice Keller has handled licensing records among other duties and has been working with the office for 30 years. Donnet Strandjord is responsible for accounting tasks. Look for an article on these two staffers in the near future.
It's a matter of mind and skill

**Emergencies need skill**

There are several factors that may interfere with a pilot's ability to act promptly when faced with an emergency.

A pilot who allows his mind to become paralyzed at the realization that his aircraft will be on the ground in a short time, regardless of what he does or hopes, severely handicaps him in the handling of the emergency.

An unconscious desire to delay this dreaded moment may lead to such errors as: failure to lower the nose to maintain flying speed, failure to lower the collective to maintain rotor rpm (in helicopters); delay in selection of the most suitable touchdown area when reach, maintain helicopters),

Desperate attempts to correct whatever went wrong, at the expense of aircraft control, fall into the same category.

A pilot who has been conditioned during his training to expect to find a relatively safe landing area, whenever his instructor closed the throttle for simulated forced landing, may ignore all basic rules of armament to avoid touchdown in terrain where aircraft damage is unavoidable.

Typical consequences: Making a 180 back to the runway when available altitude is insufficient; stretching the glide without regard for minimum control speed to get to a better field, accepting an approach and touchdown situation which leaves no margin for error.

The desire to save the aircraft regardless of the risks involved may be due to the pilot's financial stake in the aircraft and the certainty that an undamaged aircraft implies no bodily harm. A pilot should not allow his desire to save the aircraft to influence his responsibility - safety of passengers and crew.

A pilot who allows himself some choice in the selection of a touchdown point for a FULLY CONTROLLED LEO CRASH has no reason for despair. The survival records favor those who maintain their composure and know-how to apply the concepts and techniques that have been developed throughout the years.

In the final analysis, it appears that the role played by psychological factors is no less important as that of skill in emergency situations.

So, if you do have to make a forced landing, make sure you are in control of your mind as well as your aircraft.

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**CFI awards program**

The 1981 Certified Flight In-structor-Maintenance Technician of the Year Awards Program is now in progress. This year's program is being sponsored by the AOPA, GAMA, NBAA and FAA with the support of the general aviation industry and associated organizations.

This national program, in its nineteenth year, is an excellent way for the general aviation community to show appreciation and give recognition to aviation professionals who, through their conscientious efforts, have advanced aviation safety. Last year, the six state Rocky Mountain Region awards for both the CFI and Mechanic of the Year were won by North Dakota personnel.

For federal officials and the controllers' union officials, a rejection will mean going back into negotiations. Actual procedure should the contract be rejected has not been detailed publicly.

Relative wind did not, in this issue, seek such information because that would be assuming that speculation might well be in fact. Until all the votes are counted by the July 28 deadline, the finally tally is not known.

The next issue of Relative Wind will report on these results and any impact on the aviation industry.

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**Controller's strike is still possibility**

As this issue of Relative Wind approached press deadline, media reports of the controllers' vote on the proposed contract ended discussions.

It seemed possible, even likely, that the contract would be rejected and a strike called.

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**Sunbutter Flips Flip**

BRECKENRIDGE, MINNESOTA — June Fietzek was glad she had something to prove to her guests on April 27th. That was the day the winner of the 21st annual Bennett Balloon Race and comedian Flip Wilson landed in a field on the Fietzek's farm near Jamestown and marketed some Sunbutter.

Flip Wilson, Japana, Japan's entry in the balloon race, settled in last year's sunflower field, said June Fietzek. "The members of the crew were so interested in learning about sun-flowers", June explained, "I told them about cooking oils and margarines made from sunflowers and asked them if they'd like to sample some sunflower butter. Flip Wilson couldn't wait for me to get crackers", said June, "He started eating it right out of the jar with a teaspoon... he liked it!" Wilson accompanied Dave Slade and Ron Clark in a plane following the drifting balloon, manned by pilot Ben Abrams and Rocky Ask, president of the Berhinsa Restaurant chain.

The Fietzek's helped the crew retrieve their belongings, witnessed the 1,300 mile journey and provided refreshments. "That's what Flip liked best", said June Fietzek. Wilson's adventure field would have beer, sunflower butter, and congealed hosta! The Fietzek's were proud to offer a "home grown" product to their visitors, who in turn left memories of their journey for June and Henry. The sunflowers used in the production of Sunbutter are grown in Minnesota and North Dakota. Sunbutter is manufactured by SME Sun Products, Breckenridge, Minnesota.

What's the Fietzek reaction to the flavor of Sunbutter? "It's alright!" said June. "I've made the switch from peanut butter and now have sunbutter and honey toast every morning!"

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Page 6

Relative Wind

August 1981
Reorganization ordered

On June 12, J. Lynn Helms, new Administrator of the Federal Aviation Administration, Washington, D.C., ordered the reorganization of the FAA regional offices from eleven to six regions effective on July 1, 1981.

The reorganization plan, however, has been held because of opposition by New York Mayor Ed Koch and U.S. Senators from New York City and Chicago. There are no changes for the next six to nine months until the plan can be reviewed.

The reorganization plan would directly affect all FAA regional offices, but not the field offices such as the Bismarck FAA Airport Field Office.

Under the reorganization plan, the FAA Rocky Mountain Region in Denver would be abolished, North and South Dakota would be moved into the existing FAA Central Region which is located at Kansas City, Missouri.

The remaining states now in the Rocky Mountain Region including Montana, Wyoming, Colorado and Utah would be merged into a new FAA Western Region with headquarters in Seattle, Washington.

The FAA Western Region would in addition have under its jurisdiction the states of Washington, Oregon, Idaho, California, Nevada and Arizona.

Under the Helms reorganization, the FAA Central Region at Kansas City, Missouri would have the states of North and South Dakota, Kansas, Missouri, Nebraska, Iowa, Illinois, Wisconsin, Michigan, Indiana and Ohio. In this merger, the present FAA regional office in Chicago would be abolished.

Hawaii, which now is a separate FAA region, would be abolished. The plan would also abolish the present Los Angeles, California regional office. The New England and New York regional offices would be abolished and merged into a new Eastern Regional Office at Boston, Massachusetts.

Helms said that the reorganization of the FAA regions would result in a savings of about 600 positions and $5 million annually.

June good to Big Sky

Big Sky Airlines had a good month in June in North Dakota for both passengers and cargo.

Traffic to Jamestown was added on June 15 between Bismarck, Jamestown and Minneapolis, according to Harold Vavra, director of the North Dakota Aeronautics Commission.

Big Sky Airlines in the month of June at Bismarck, Devils Lake, Dickinson, Jamestown, Grand Forks and Williston enplaned and deplaned a total of 3,432 passengers compared with 4,013 in May this year, for a one month increase of 9 percent.

Big Sky Airlines in June enplaned and deplaned a total of 12,382 pounds of air freight at six North Dakota cities compared with 7,867 pounds in May for a one month increase of 7 percent.

Passenger and air freight business at the cities of Devils Lake, Jamestown and Grand Forks should continue to increase since these services are the newest in Big Sky Airlines' system.

Devils Lake in June enplaned and deplaned a total of 381 compared with 211 passengers in May. Grand Forks in June enplaned and deplaned 503 passengers with 478 passengers in May.

Carrington fun

There was a good turnout of 90 members and a fun at Carrington. June 15. Eleven members and six guests painted 8 members on the runways and outlined C-A-R-E-L-N-G-T-O-N on the ramp.

Guests were from Andover, Gettysburg, Aberdeen, and Westport, South Dakota, and Monroe, N.D. The South Dakota ladies are interested in organizing a chapter; and invited us to Aberdeen for an August meeting.

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August 1981

Relative Wind

Page 7
Airspace encroachment problem

Airspace encroachment is a serious problem. It may jeopardize flight safety and it can leave you in a legal mess.

In 1988, Congress legislated the Federal Aviation Administration to improve the safety of our growing air commerce system. Needing to say, the act covered a lot of regulatory ground, including the licensing of airmen, certification of aircraft, and utilisation of national airspace. As with most acts of Congress, governmental agencies are eventually charged with creating regulations by which the intent of the legislation can be promulgated or enforced. You may know that there are Federal Aviation Regulations (FARs) which can and do affect airport construction projects. What you may not be aware of is that people or organisations failing to comply with these regulations may be liable to as fine of as much as $500 per day.

FAR Part 77, entitled "Objects Affecting Navigable Airspace," sets forth imaginary planar and conical surfaces which are applied to the airspace around airports. It also requires that the FAA be notified when any construction might penetrate those surfaces. It is important that this airspace be protected because pilots fly through it in their take-offs and departures maneuvers. Additionally, many electronic navigators on and around airports are protected by this regulation in the interest of assuring signal accuracy and approach precision. Anything that penetrates those imaginary surfaces must be evaluated to see if it represents a hazard under current parameters such as statistical pilot techniques or size and proximity to the runway centerlines and landing zones.

Part 77 also sets forth the official procedures by which notification or construction is to be submitted for airspace review. The form to be used is FAA Form 7460-1, and it must be submitted to the appropriate Air Traffic Division noted in the instruction sheet at least 30 days prior to the beginning of construction or the construction permit application date.

whichever will occur first. The Airports District and Regional Offices supply Form 7460-1. The offices also retain a staff of airport engineers and planners to answer questions about your specific project and its possible affect on the airspace. Sometimes proposed construction may proceed without restriction; other times obstruction lighting and/or marking is required.

Determinations that proposed construction is hazardous to air navigation are not frequent, but the only way is to be in to check.


Commission officers elected

In a reorganisation, the North Dakota Aeronautics Commission elected John D. Ogden, Grand Forks, Chairman; Darrol Schroeder, Davenport, Vice Chairman and Lyle Hilden, Bismarck, Secretary. Other members of the commission are Alan Butts, Carrington and Jack K. Daniela, Williston. Governor Allen J. Olson appointed three new commissioners to the Aeronautics Commission who are Darrol Schroeder, Davenport; Lyle Hilden, Bismarck and Alan Butts, Carrington, who replaced commissioners Nicholas Schuster, Fargo; Ward Whitman, Robinson and Alfred Pietsch, Minot.

State law provides that within six months of the beginning of the term of the office of the Governor of North Dakota, that the Governor may replace a majority of the membership of various state commissions and boards.

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Page 8

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August 1981