

RELATIVE



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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 airline 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 summer training for the North Dakota National Guard. C. Emerson Murry, Adjacent General and staff were present.

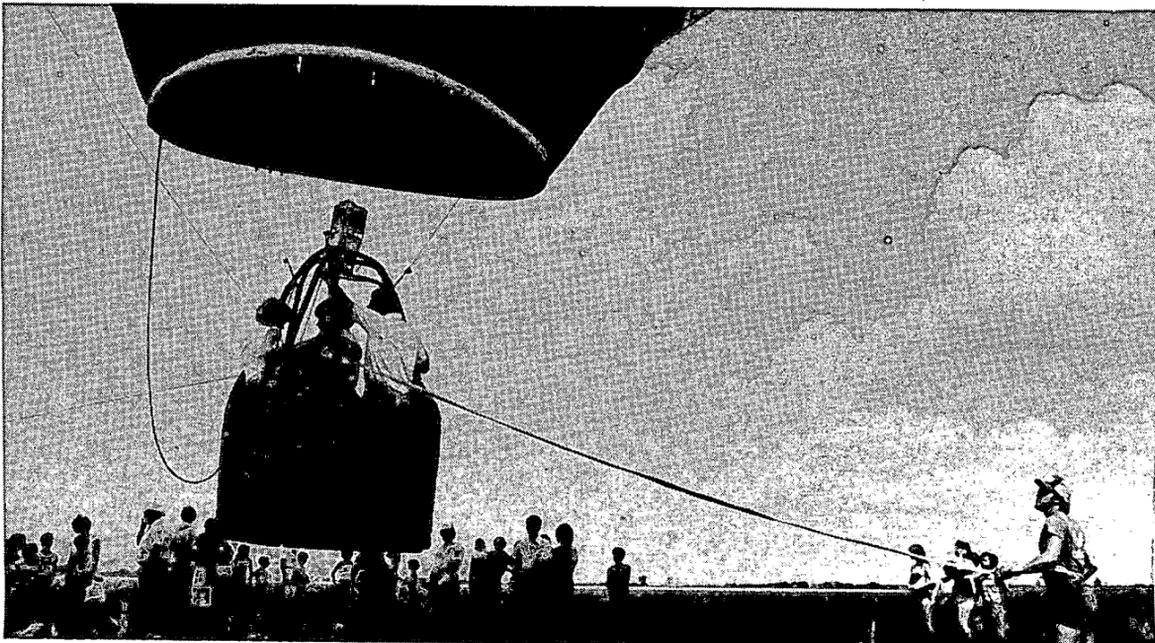
James V. Kuchar, Chairman of the Devils Lake Municipal Airport Authority served as master of ceremonies. Kuchar introduced a number of officials present, including National Guard Adjacent General C. Emerson Murry and staff, Members of the Devils Lake Airport Authority including Harold Parkin, Dr. J.H. Mahoney and Curt Hofstad, as well as Joe Belford, Devils Lake City Commissioner and Clint Conners, Ramsey County Commissioner. He also introduced Harold Vavra and Roger Pfeiffer, Director and Assistant Director of the Aeronautics Commission; David Rask, Chief, Bismarck FAA Airport Field Office and his engineer Milt Heupel, as well as officials of Big Sky Airlines and representatives of two Devils Lake fixed base aviation operators.

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

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

Vavra told the group that the new airline terminal building is Devils Lakes' 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 Airlines.

Vavra pointed out that Big Sky Airlines inaugurated air service to Devils Lake on January 15th this year with one ground trip per day between Bismarck, Devils Lake and Grand Forks, replacing Republic Airlines. That on April 26th, Big Sky Airlines, following route approval by the CAB,



The Devils Lake airport dedication included more than balloon descents and a chance at exciting ascents too. (Photo by Devils Lake Daily Journal; taken by Joy Day)

increased its frequency to two round trips daily.

Vavra said that the Lake Region Air Service area includes not only Devils Lake and Ramsey County but 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.

Vavra said that Big Sky Airlines is providing Devils Lake and the Lake Region with very good service with better timed flights 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 Frontier, Northwest and Republic.

In addition to excellent connecting service 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.

Vavra said the connections on Big Sky are so good that a Devils Lake passenger can leave in the morning and fly to the Grand Forks gateway, connect with either Republic or Northwest Airlines and arrive in Minneapolis at 8:05 a.m. or through the Grand Forks gateway connecting with Frontier Airlines and be in Denver at 8:59 a.m. Denver time.

Vavra lauded the Devils Lake Airport Authority and the City of Devils Lake in making a wise decision in supporting Big Sky Airlines to replace Republic Airlines when it did, when an able and willing commuter airline was available.

Vavra 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 90 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. These 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. 13,200), 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. 10,500), the State Capitol 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

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

Major airport improvements took place between 1977 and 1980, when adequate Federal-aid funds were available. At present, there are zero 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 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 unobligated surplus.

Devils Lake Airport Authority in the past four years, constructed overlay

pavements on both the 5,500 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 \$2,025,000. 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, 1976, the Ramsey County Board of County Commissioners agreed to levy a 2 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 city 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, Vavra 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.

Vavra said that he was certain that all of these projects would have never got aggressive attention at the right time without Lawrence Knoke, airport

Continued On Next Page

From Page One

Plaque awarded Vavra...

manager constant prodding and 100 percent cooperation of all units of government at the city, county, state and federal levels.

Terminal Dedication Plaque Awarded to Vavra

James Kuchar, Chairman of the Devils Lake Municipal Airport Authority said in appreciation of the tremendous support to Devils Lake in aviation and for coordinating Devils Lake's efforts with the Federal Aviation Administration and the Civil Aeronautics Board, the Devils Lake Airport Authority hereby presents to Harold G. Vavra, director of the

Aeronautics Commission a metal plaque with the inscription engraved on it:

Devils Lake Municipal Airport Dedicated in Honor of Harold Vavra, North Dakota Aeronautics Commissioner this 12th Day of July, 1981 with the engraved names of the Airport Authority members: James Kuchar, Chairman, Dr. V.H. Otis, Harold Parkin, Paul Lange, J.H. Mahoney, MD, Curt Hofstad and Airport Manager Lawrence Knoke. Kuchar announced that a duplicate of the dedication plaque will be placed in the new airport terminal building.

During the dedication, the Devils Lake Elks Band put on a concert.

Air Show

An air show followed the terminal dedication. Aerobatics were flown by Stewart Lucke, Jr. of Inkster, N.D., flying a Dehavilland Chipmunk. Gene Ellan of Leeds, N.D. flew a novelty act. A performance was put on by Bob Rindt, a rope and whip artist. Prizes were given to persons catching the largest walleye, perch and northern in nearby Devils Lake. Door prizes were awarded for two persons for round trip tickets donated by Big Sky Airlines between Devils Lake and Bismarck.

Message: Aviation industry's future linked to future of oil industry

By Patricia J. Estes

When K.C. Spencer, EXON aviation fuel marketing department, spoke last January to North Dakota Aviation Association members at their annual meeting, he described 1979 as a watershed year in energy.

The key issues for the energy industry in 1979-80 and in the future are in the political and social environment of this new decade.

"1979 was a watershed year in energy. The government was finally beginning to come to grips with energy problems. The public recognized the problems. The media recognized the overall situation and responded to it."

However, in his view, he said most people still think the oil industry is responsible for most of this and that money is being made by the oil industry because of this situation.

What does it look like from the energy industry standpoint? Spencer listed a report card on energy issues as rated by the oil industry.

Crude oil price decontrol was seen as good. This helps conservation efforts. Windfall profits tax was bad because it is a tax on revenue and not on profit and hurts research and development budgets.

The gasoline price-allocation controls situation was bad because it created a huge bureaucracy. "It controls who you can sell to and does not allow the market place to operate."

The energy mobilization board was mostly good news seasoned with a little bad news. The powers are very limited and don't address the legislation that slows energy development projects. This is the very thing this board needs

Report card on energy

to do.

The synthetic fuels legislation was good because research and development is needed. It was bad because government could get into the business of competing in this area with private business.

Import fees are bad. This is a complex issue, he said, but the industry would rather see decontrol accelerated and let the market place operate. If this does not work, then raise the tax at the pumps. The move to import fees appeared to die and it should stay dead, according to Spencer.

The controversial Alaska Lands issue was seen as bad by the oil industry. The aim here is to lock up lands before the facts are known, he said.

It is important to survey and see if there is oil and other valuable resources on these lands and then decide land management procedures. It is backwards to legislate vigorous conservation of lands before the survey is done, he suggested.

There is good and bad news for the oil industry on offshore leasing. It appears it will take less time to acquire needed leases but still longer than the industry thinks necessary.

Gasohol is a small good news item for the oil industry and a big bad news one. Production of gasohol costs too much and uses too much energy to produce. If we could go to coal as the energy source, this would be a small but good step forward in the gasohol

issue, he continued.

Legislative action and attitudes on the divorcement-divestiture issue are viewed as negative for the oil industry. This urging of the oil industry to get out of the gas station business and get rid of other energy related businesses is another time when government is interfering with free enterprise.

Punitive state taxes directed primarily at the oil industry are also viewed on the negative side of the overall report card, he said.

Spencer suggested the future political and social environment for energy issues will be characterized by: slower economic growth, rapid inflation, rising energy prices, declining domestic production, slow growth of alternative fuels, increased imports and national vulnerability and rising oil company earnings.

All of this creates a basic conflict, he said. The energy situation does not appear to be improving overall. The public is enduring hardships and the oil industry appears to prosper.

This creates a backlash reaction and much tension which leads to increased pressure for a quick and easy solution to a complex long term problem.

There is a real need for communication on this entire issue, he continued. It is a hard demanding task for those holding jobs in the public affairs offices in the oil industry.

Advertisements just don't do the job of explaining the situation. The public

needs to make the effort at getting the information on the entire energy situation.

The reality, he said, is that our domestic sources can not supply our daily need and OPEC must supply an important amount of the overall demand. This places the United States in a very vulnerable situation.

In 1972 when crude oil was \$3. a barrel, the profit margin for the industry was 35 cents. Today the price is more than 6 times that amount but the profit margin is less. The increase goes to OPEC.

The term working stocks is often used and people may think that is surplus inventory, he said. However, working stocks are like water in the hot water tank. The minute you begin draining it, it must be replaced or the tank will quickly empty. It also takes time to replace what is used.

Understanding all of this requires much time and effort, Spencer said but it is necessary that the public and the oil industry communicate.

This overall energy issue impacts the aviation industry too since that industry relies on av-gas to fly its planes.

Spencer's message appeared to be that the oil industry too must make a reasonable profit if it is to not only survive but expand.

The future of the aviation industry and all segments of the nation's economy is linked to the future of the oil industry.

Stay informed and ask questions of offices such as the EXON Public Affairs Department, Box 2180, Houston, Texas 77001.

Everyone is in this together.

66 control towers face review for possible closing

The Controller General of the United States (General Accounting Office) (GAO) in a 30-page report to the Congress recommended that the Secretary of Transportation review the need for 66 FAA Air Traffic Control Towers and identify which of these control towers in the U.S. can justify their continued operation.

The GAO says in its report that the FAA has developed more stringent standards (higher annual traffic counts) as necessary before a new control tower may be built, but has not applied those new traffic count standards to existing facilities. The GAO said that considering the FAA's projection of air traffic activity, at least 36 of the 66 control towers named in its report will not have traffic levels by 1995 that would justify control tower establishment. The GAO said the estimated 1980 year average cost of 65 of the 66 control towers is \$287,000 each, or a total of \$18.6 million.

The GAO recommended that the Secretary of Transportation require the FAA Administrator to identify tower candidates for discontinuance by

adopting uniform criteria that require an up-to-date analysis of the benefits and cost of the candidates. 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 that the FAA survey existing towers to identify candidates for reduced hours of operation.

FAA air traffic control towers in the upper-midwest identified in the GAO report for recommended review include: Minot, North Dakota; Chicago, Illinois, (Meigs Field); Alton, Illinois; Danville, Illinois; Galesburg, Illinois; Benton Harbor, Michigan; Enid, Oklahoma; Marion, Illinois; Bloomington, Indiana; Idaho Falls, Idaho; Ann Arbor, Michigan; Twin Falls, Idaho; Klamath Falls, Oregon; Flagstaff, Arizona; Topeka, Kansas (Billard); Joplin, Missouri; and Columbia, Missouri.

Senator Quentin N. Burdick (N.D.) in a letter in July to the Manager of the Minot International Airport, with a copy to the State Aeronautics Commission, said that he had co-sponsored

an amendment to the fiscal year 1982 transportation bill markup providing that no funds may be used to close any air traffic control tower unless it is expressly earmarked.

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

Senator Burdick said that nowhere in the criteria 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 voice in these decisions and will have an opportunity to 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.

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August 1981

31 aid grants are approved

The newly reorganized North Dakota Aeronautics Commission, during its June 29 meeting in Bismarck approved airport-aid grants by paying 50 percent of the cost of improvements and equipment totaling \$356,000 to 31 general aviation airports located in 26 counties, according to Harold Vavra, Director.

The largest grants were \$66,000 to International Peace Garden Airport for engineering and constructing an overlay pavement on runway, taxiway, apron and road; \$53,700 to West Fargo for purchase of land, engineering, grade and seed a new airport; \$45,000 to Bottineau for grading and paving 3,600 ft. runway, taxiway and apron; and \$40,000 to Lakota Airport for bituminous paving of a 4,400 ft. runway, taxiway and apron.

Other airports receiving state grants were:

- Ashley — \$1,500 to purchase new airport beacon light and move beacon tower;
- Bowman — \$2,500 for concrete and black top ramp;
- Cavaler — \$4,200 to remove portions of failed runway pavement and replace with cold mix;
- Cooperstown — \$6,000 for runway crack filling and runway striping;
- Ellendale — \$13,000 for armor seal on runway, taxiway and apron;
- Harvey — \$4,000 for tractor with mower and snow blade;
- Hazen — \$1,100 for grading aircraft parking area and tie-downs;
- Hillsboro — \$2,000 for sealing runway cracks and water system;
- Hettinger — \$7,600 for sealing cracks on runway, aircraft parking seal coat, radio control for runway lights, lighted wind sock and VASI;
- Hebron — \$2,000 to install underground electric service to airport, purchase of runway lights;
- Kindred — \$18,000 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 — \$2,300 for paved runway and apron crack filling and sealing;
- Oakes — \$9,300 for installing runway and taxiway lights and pave apron;
- Park River — \$2,500 for crack filling and sealing of runway and taxiway;
- Parshall — \$150 for materials for runway repair;
- Rolette — \$9,100 for runway lights, underground wire, lighted wind T, radio control of lights, crack filling and sealing of paved runway;
- Rolla — \$3,700 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;
- Velva — \$7,500 for land for new airport;
- Watford City — \$11,000 to drill water well, pressure system, install VASI, purchase of rotary snow plow and tractor and gravel for terminal area;
- Wishek — \$20,000 to grade, lengthen and realign runway, drainage, wind cone and seeding; and
- Wyndmere — \$600 for mower for maintenance of turf runway.

The State Aeronautics Commission receives its funds from a 4 percent user excise tax on the sale of aviation gasoline and jet motor fuel sold in North Dakota, Vavra said.

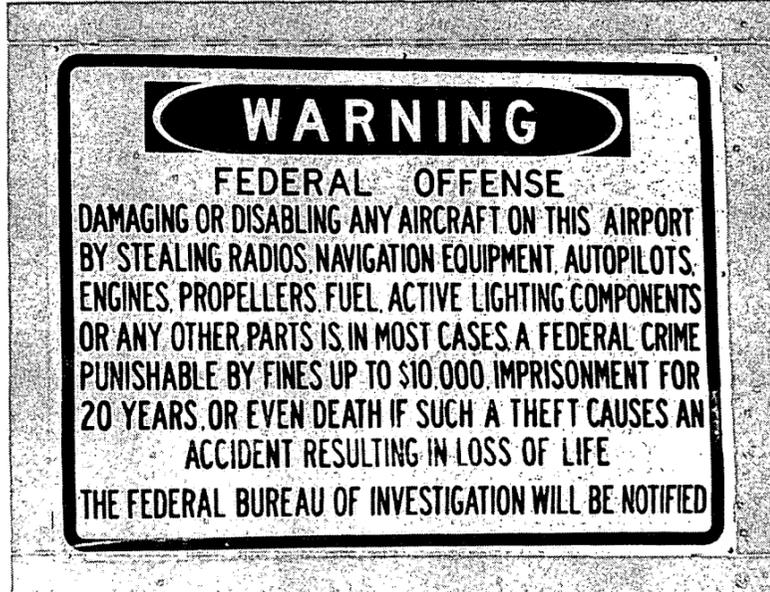
The Aeronautics Commission has granted 50 percent of the cost, therefore total improvements amount to over \$700,000 on general aviation airports.

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-aid grants just to maintain the system, Vavra said.

21 warning signs purchased by airports

Over twenty airport warning signs have been purchased by airports throughout the state. These signs were 36"x48" .100 gauge engineer grade reflector signs on a white background.

Many airport operators have commented that it has been a big help in preventing vandalism on the airport. These signs were made at the penitentiary and are still available at a cost of \$69.12 per sign F.O.B. Bismarck by contacting the Aeronautics Commission office at Box 5020, Bismarck, N.D. 58502, or Telephone 224-2748.



These signs are available through the North Dakota Aeronautics Commission office.

Spray fee checks disbursed

The North Dakota Aeronautics Commission has mailed checks to 53 County Treasurers for a total disbursements of \$26,150.55 which represents the Counties' apportionment of aircraft and aerial spray license fees collected in the State during 1980. A total of 1,655 airplanes and helicopters were licensed in North Dakota last year.

Cass, Grand Forks and Ward Counties registered the largest number of airplanes with Cass registering 214 airplanes, Grand Forks 175 and Ward 123 airplanes.

The County apportionment of funds

amounts to 75 percent of each resident aircraft registration and 50 percent of aerial crop spraying fees collected as provided in the State Aeronautics Act. The County treasurer in turn must pay the county share to municipalities and airport authorities within the county owning and operating public airports. The funds are specifically earmarked for airport maintenance or improvements.

Aircraft registration fees are based on the maximum gross weight and year of manufacturer of each plane.

The top counties with the number of aircraft and amounts paid the County

Treasurers follow:

County	County Payment	No. of Airplanes
1. Cass	\$3,613.24	214
2. Grand Forks	\$2,471.44	175
3. Ward	\$1,878.25	123
4. Burleigh	\$1,777.79	103
5. Williams	\$1,287.52	76
6. Stutsman	\$1,121.96	56
7. Richland	\$ 886.16	55
8. Pembina	\$1,238.85	47
9. Walsh	\$ 734.38	42
10. McLean	\$ 441.79	40
11. Mountrail	\$ 418.83	38

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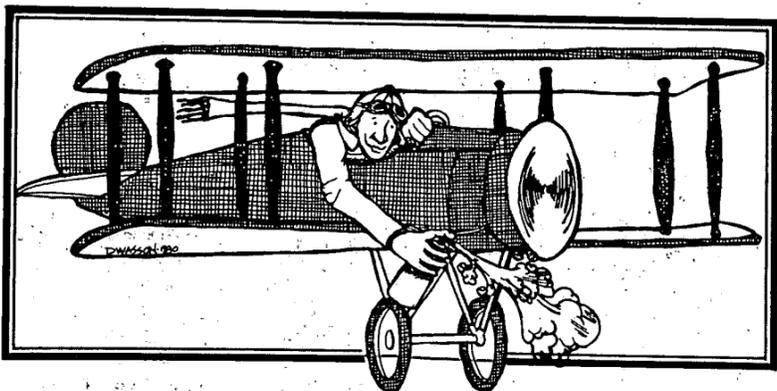
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Paraquat exemption affects 210,000 acres in Red River Valley

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 10 the EPA has granted an emergency exemption to North Dakota for the use of paraquat 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 paraquat 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."

Paraquat is used as a harvest 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 paraquat is available if needed. "At least we'll be prepared to assure our bean producers they can use it if necessary," Andrews concluded.

Use directions and restrictions for Paraquat

PARAQUAT/DRY BEANS - HARVEST AID
EMERGENCY USE EXEMPTION (SECTION 18) - STATE OF NORTH DAKOTA

An emergency use exemption (Section 18) has been approved by EPA in the state of North Dakota for the use of Paraquat dichloride (ORTHO Paraquat CL - EPA No. 239-2186) as a Dry Bean Harvest Aid.

This specific exemption becomes effective August 1, 1981 and expires November 15, 1981.

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For retail sale to and use only by Certified Applicators or persons under their direct supervision and only for those uses covered by the Certified Applicator's certification.

USE DIRECTIONS AND RESTRICTIONS ARE AS FOLLOWS:

Apply 1 to 2 pints of ORTHO Paraquat CL per acre in 20 to 40 gallons of water with ground equipment, or in 5 gallons of water with aerial equipment. Add ORTHO X-77 Spreader at 1 quart per 100 gallons of spray mix.

Use the 2 pint per acre Paraquat rate on vining-type beans, and on bush-type beans with heavy growth.

Bush-Type Beans: Apply when the crop is mature, when at least 80% of the pods are showing yellow and mostly ripe and only 40% of the leaves are still green in color. **Vine-Type Beans:** Apply when the crop is mature, when at least 80% of the pods are showing yellow and mostly ripe and only 30% of the leaves are still green in color.

Do not make more than one application per season.

Do not apply within 7 days of harvest.

Do not graze treated areas or feed treated crop residue to livestock.

Do not apply when weather conditions favor spray drift.

Residues of Paraquat in dry beans used in interstate commerce are not to exceed 0.4 ppm.

All applicable directions, restrictions and precautions on the EPA-registered label are to be followed.

NOTE: A copy of the label should be in the possession of the applicator. The above can serve as an emergency label.

North Dakota

Aviation Association Officers

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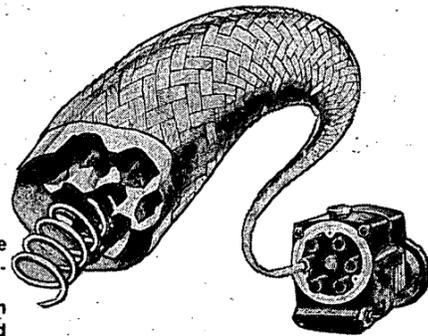
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#5----1981 BONANZA A-36

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#6----1979 DUCHESS

425 ft, Pro-Package, Accumulators, GSP, Collins IFR Microline Package w/DME, Century II w/Couplers, Encoding Altimeter

#7----1980 DUTCHESS - DEMO

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

Story by Patricia J. Estes

A competent staff administered by North Dakota Aeronautics Commissioner Harold Vavra 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 Plentywood High School, Pfeiffer recalls he and his two brothers enjoyed rural life.

After graduation, in 1957, he went on active duty with the Army Reserve and was stationed at Ford Ord, Calif. and Fort Leonard Wood, Missouri.

In 1959 he took a job in Alaska working on the Radar Dew Line as an aircraft mechanics helper.

Headquartered at Point Barrow, Pfeiffer describes 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 for one month to combat 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 line which also relieved 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 1960 Pfeiffer attended flying school at American Flyers in Ardmore, Calif. and received his commercial and instructor ratings.

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

In 1961 he joined Dickinson-Air Service in North Dakota. His duties there 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.

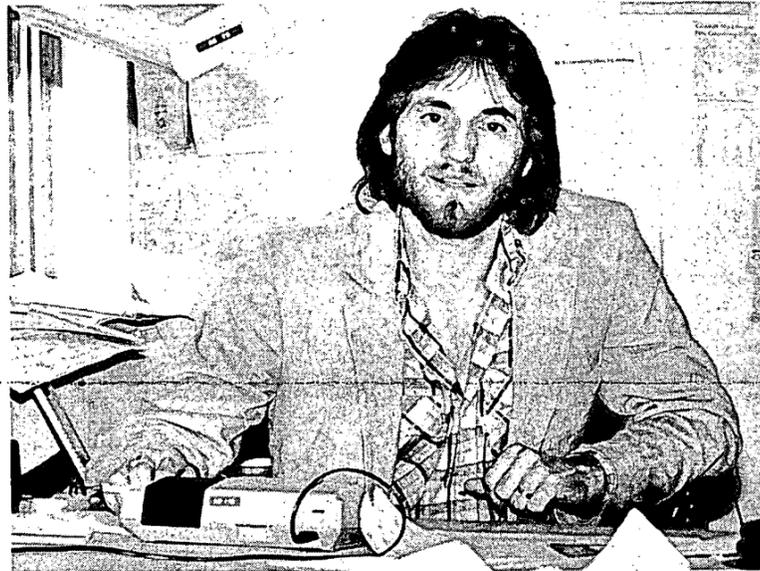
His duties at the state job included aerial mapping and photography and flying state personnel, including the governor, all over the state.

However, in 1979 he accepted a job that would put him in the air less often. His love of flying had not decreased but his need to spend time with his son and daughter, now 11 and 12, was increasing.

"It was an interesting job, he reports, one I enjoyed... but the kids



Roger Pfeiffer



Mark Holzer

were getting older and needed my time and attention. The job would send 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 Karmen, 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 on 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.

Vavra 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 a lot 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 Zeeland, 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 but lacked knowledge of aviation. He has filled that gap by lots of reading 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 Reative Wind readers will be introduced to Alice Keller and Donnet Strandjord of the Aeronautics Commission team.

Alice Keller handles licensing records among other duties and has been working in the office for 20 years.

Donnet Strandjord is responsible for accounting tasks.

Look for an article on these two staffers in the near future.

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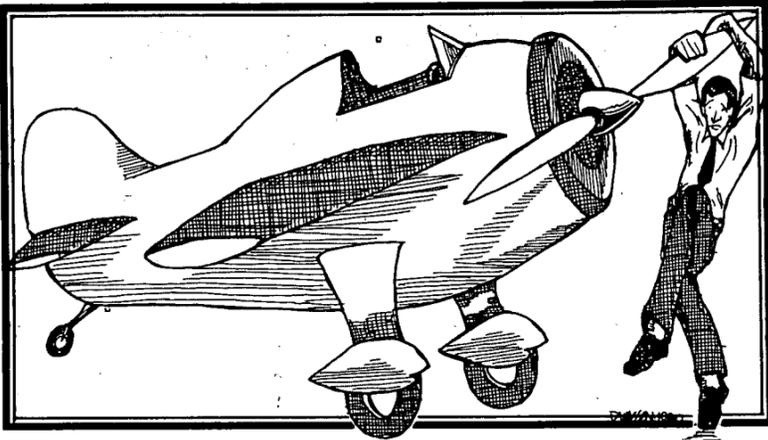
It's a matter of mind and skill

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 within reach, and indecision in general.



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 airmanship 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.

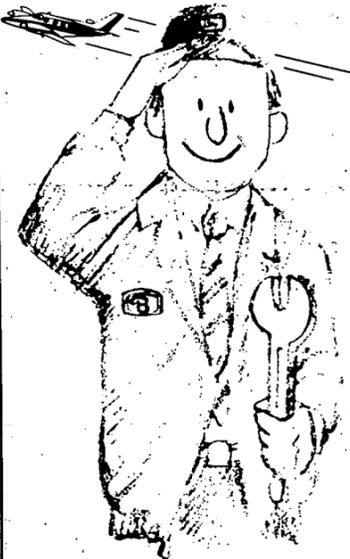
The desire to save the aircraft regardless of the risks involved may be due to the pilot's financial stake in the aircraft and the certainty that an undamaged aircraft implies no bodily harm. A pilot should not allow his desire to save the aircraft to influence his responsibility — safety of passengers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

A pilot who allows himself some choice in the selection of a touchdown point for a FULLY CONTROLLED 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 hazards may be as 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 Certificated Flight Instructor-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. I know we have many other deserving professionals in the state so let's give them the opportunity for recognition by submitting their (or our own) names.

Entry forms are available from any Accident Prevention Counselor, the North Dakota Aeronautics Commission, or the FAA Flight Standards District Office. Upon completion, they should be submitted to the FAA FSDO office in Fargo. Entries must be received by August 24, 1981.

Additional information may be obtained from the FAA Flight Standards District Office in Fargo by phoning 232-8949.

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 were not encouraging.

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

For federal officials and the controllers' union officers, 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 fact.

Until all the votes are counted by the July 28 deadline, the final tally is not known.

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

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Relative Wind

Sunbutter flips Flip

BRECKENRIDGE, MINNESOTA — June Fietzek was glad she had something unusual to offer her drop in guests on April 27th. That was the day the winners of the Gordon Bennet Balloon Race and comedian Flip Wilson landed in a field on the Fietzek's farm near Jamestown and snacked on Sunbutter.

The Benihana, 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 sunflowers", 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 Abrusso and Rocky Aoki, president of the Benihana Restaurant chain.

The Fietzeks helped the crew retrieve their belongings, witnessed the record 1,300 mile journey and provided refreshments. "I guess that's what Flip liked best", said June Fietzek. Wilson added, "What other field would have beer, sunflower butter, and congenial hosts?"

The Fietzeks were proud to offer a "home grown" product to their visitors, who in turn left mementos 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 SIGCO 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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August 1981

Airspace encroachment problem

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

In 1958, Congress legislated the Federal Aviation Act to promote the safety of our growing air commerce system. Needless to say, the act covered a lot of regulatory ground, including the licensing of airmen, certification of aircraft, and utilization of national airspace. As with most acts of Congress, governmental agencies eventually create regulations by which the intent of the legislation can be promoted or enforced. You may know that there are Federal Aviation Regulations (FARs) which can and do affect off-airport construction projects. What you may not be aware of is that people or organizations failing to comply with these regulations may be liable to a 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 arrival and departure maneuvers. Additionally, many electronic nav aids on and around airports are protected by this regulation in the interest of assuring signal accuracy and approach precision. Anything that penetrates these 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 on 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 to be sure is to check.

The following documents, which

clarify FAA requirements, are available through the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402: FAR Part 77 — Objects Affecting Navigable Airspace — \$1.10; Advisory Circular 70-7460-IF — Obstruction Marking and Lighting — No Charge; Advisory Circular 70-7460-2G — Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace — No Charge — Keith B. Neilson, FAA airport safety inspector, Oklahoma City district office.

Airport Services-June 1981

Commission officers elected

In a reorganization, the North Dakota Aeronautics Commission elected John D. Odegard, 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. Daniels, Williston.

Governor Allen I. 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.

... Around the State

West Fargo ... has purchased the land for an airport north of the city and just east of their sewer lagoon system. It has been graded and plan on seeding a turf surface this summer. Possible 30 aircraft may be based here in the future.

Columbus ... has two active flying clubs using their airport along with some oil activity traffic. Plans are for a new runway marking system or some low intensity runway lights.

Bowman ... is completing a new 60'x60' hangar and concrete apron for this hangar. The airport is run by the county and they are considering installing a VASI on their runway 29 end.

Napoleon ... has shortened the width of the E-W turf strip to 80'. Plans to farm the remaining portion to raise more revenue for the airport.

Tioga ... plans to install an NDB as a VFR facility initially. The paper work is being completed for site location approval with the FAA and a frequency permit with the FCC.

Cavalier ... is discussing with a power company the lowering of a power line north of the airport. It is already lighted and marked. Use of the airport for spraying and numerous pilot instruction justifies a safe approach to their runways.

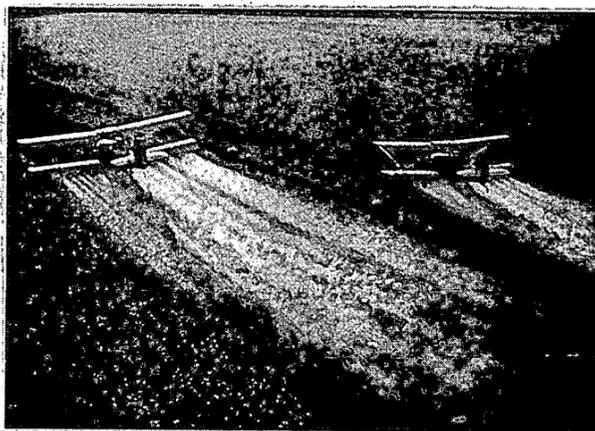
Drayton ... is checking into the costs of hard surfacing the runway. The grass strip is lighted and is soft after heavy rains.

Stanley ... The airport is looking into a 2" overlay for the runway. They plan to check into federal funding for this project since local funds are not sufficient. The board members are filing a pre-application for federal aid.

Hillsboro ... is working to repair expansion cracks on the airport asphalt surfaces. A water and sewer system is planned for the airport trailer terminal.

Rolla ... airport needs an automatic transmission for 6'x6' GMC army surplus truck. If your airport has an unused or junk vehicle of this type, contact Rolla Airport Manager at 477-5145.

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