Republic Airlines wants to terminate air service south of Bismarck and Fargo

The Bismarck afternoon flight southbound averaged 19.8 passengers per flight departure, which on a 48 passenger airplane is a passenger load factor of 34.8 percent, Vavra said.

Republic Airlines is served by other airlines. Bismarck is served by Air Wisconsin, Frontier, Northwest, Republic (other routes to the east) and by Big Sky Airlines. Fargo is served by Frontier, Northwest and Republic Airlines (other routes east and west).

Under the Airline Deregulation Act of 1978, the only cities that are guaranteed air service by the Airline Deregulation Act in North Dakota are Devils Lake, Jamestown and Williston, because these cities are served by only one airline. The Civil Aeronautics Board, under the airline deregulation act, must maintain air service at these three cities until October 31, 1980, when the guarantee expires. Dickinson is served by Big Sky Airlines, but it has no guarantee since it did not have air service when the deregulation act became law.

Aattracting a Commuter Airline

The best that Bismarck and Fargo can do is to control publicity of what the passenger and air freight demand is along the two routes which Republic Airlines will suspend effective January 15th with the hope that a commuter airline will be attracted. These two routes are not subject to a subsidy under a replacement airline, because there is no definition of "Essential Air Service" involved at either Bismarck or Fargo. Any commuter or potential commuter airline which wants full details of these two routes and their monthly generation of passengers and air freight should write to The North Dakota Aeronautics Commission, Box 500, Bismarck, North Dakota 58502 and request information which is available.

Proposed FAA closing delayed

The FAA had announced plans to close all that it may close the Bismarck airport field office. This office deals with the construction and engineering aspects of airport runway construction along with some planning information. The proposed closing is being delayed until the recommendations of a Carl Bailey study are reviewed.

Carl Bailey, a representative of the FAA regional office located in Denver, was in Bismarck recently. The purpose of his independent study was to analyze the impact of this closure and make a recommendation on whether it should close or remain open. Hearings were held to discuss the closing with state airport officials, managers, engineers and contractors.

The chief of the FAA regional Denver office, Walter Barbo, has given Bailey until the end of January to make his recommendation. If he recommends closure, another public hearing would be held before a final decision is made. If the final decision is to close the office, it would probably not close before September.

This decision affects 3 personnel working at the Bismarck office which serves the Dakotas. A similar office in Helena, Montana, that serves Montana and parts of Wyoming, also could close. A transfer to the Denver FAA office of these positions would take place to alleviate a shortage of personnel in the regional office due to federal hiring freezes.

1981 aircraft registration

The 1981 aircraft registration forms will be mailed to all aircraft owners the last week of December. In 1980 the Aeronautics Commission had a total of 1,651 aircraft registered.

Consultant to speak

James H. (Jim) Monger, senior vice president of TAP Inc., an aviation consulting firm working with the N.D. Aeronautics commission, will speak at the North Dakota Aviation Association annual meeting at the Holiday Inn in Bismarck. The meeting dates are Jan. 21-23.

Monger is a graduate of Montana State University of Engineering. He worked his way through college as a night shift welder and snow plow operator at the local airport. He then did post graduate studies at the University of Washington and Oklahoma University.

Upon graduation, he went to work for the Montana Aeronautics Commission as an airport engineer. He later became chief of the airport division and now acting director.
**Award recipients named**

The North Dakota Aviation Association has selected the first three recipients of new awards initiated by the NDAA. The awardees will be presented at the Jan. 22 special awards banquet during the NDAA annual meeting at the Holiday Inn, Bismarck, ND. The N.D. Aviation Pioneer Award will be posthumously awarded to Verne Balzer, who passed away earlier this year. Verne was a leader, supporter and booster of the aviation and aerospace industries in North Dakota, both through his role as an employee of the North Dakota Aeronautics Commission, and as a private citizen. The North Dakota Aviation Leadership Award will be presented to Harold Vavra, State Education Commissioner, for his leadership in the field of aviation in this state. Dan Wakefield, Devils Lake, will receive the first North Dakota Aviation Association Distinguished Service Award for his service to aviation through his association and his continued involvement in NDAA.

**From Your Secretary**

By Jack Daniels, NDAA Secretary

We are now one year into the decade of the 1980s. Our first state legislative session of this decade will soon begin. This year the legislature has set the pace for things to come both statewide and nationally. The aviation community at both levels has a lot of issues to watch and participate in this year and coming years.

While we have enjoyed a few-months ofharassment free living, due to the election and the desire for smooth sailing by the incumbents, the dye has been cast for the new gang and some will be here to stay.

Our annual meeting was held, the program is nearly complete, we have a good line up of speakers and we need to look down the road for ways and means of dealing with the issues.

These "ways and means" will not come if you fail to participate. We need the ideas and ideas from all of you. The impact we have or can have on our future must be put forth with intelligent responses to semi-intelligent questions. This is the way it is and we must deal with the real world.

The new broom is going to come up with some new trash and unless you want to be a part of what goes into the garbage you best get involved and make yourself known along with your ideas. Plans now to get to Bismarck during our annual meeting. It is set for January 21-23 at the Holiday Inn.

In the meantime, hope you had a Good Holiday Season!
Mystery airport

Pilots test your knowledge as to which airport is pictured above. A clue is that it is one of the only two state-owned airports in North Dakota. We will publish the answer in our next issue of "Relative Wind."

Taxiway hold lines are sometimes confusing

Taxiway Hold Lines consist of two continuous and two dashed lines, spaced six inches between lines and parallel to the centerlines of the runway.

Some confusion always seems to exist, especially with the student pilot, as to whether to stop or cross the lines after landing. Page 28 of the Airman's Information Manual, Part One states: "When instructed by ATC 'HOLD SHORT OF' (runway, ILS critical area, etc.), the pilot should stop so no part of the aircraft extends beyond the holding line. When approaching the holding line from the side with the continuous lines, a pilot should not cross the holding line without ATC clearance at a controlled airport or without making sure of adequate separation from other aircraft at uncontrolled airports. An aircraft exiting the runway is not clear until all parts of the aircraft have crossed the holding line."

The area between the hold line and the runway is for the protection of the landing/departing aircraft. Before departure you should move up to, but may not cross the hold line until instructed by ATC. At an airport with parallel runways, it is important to keep in mind that each runway has its own protected area. After landing, taxi across the hold line, call ground control, and hold short of the taxiway or the next hold line until instructed by ATC.

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General Aviation Around The State

STEELE... the City Council is considering the formation of a local airport authority to study plans for relocating their runway to another site.

ROLLA... is still awaiting FCC frequency approval before ordering their NDB. They are also looking at the FAA criteria required for IFR capability at their airport.

BISMARCK... has had problems with a rough turf surface. This problem was increased by the drought conditions of this last summer along with grass clumping. In late fall they had graded the turf surface cutting the clumps off and smoothing the surface. Due to the ground being frozen, the root systems were not pulled out. This is a good method to solve grass clumps. They will reseed and fertilize in the spring.

ELGIN... plans to do snow removal by the city crews to accommodate the medical services using the airport weekly. Plans for an all-weather surface are not pending since local funds are not sufficient at this time.

LAKOTA... an overlay of all asphalt surfaces at their airport may occur this coming summer since a highway construction project near the airport will provide asphalt for this. These asphalt surfaces need work and an extension may also be considered.

HEBRON... is planning on runway lights for their airport, but first they need some electricity at their airport. So underground service to the airport is planned with REC doing the work.

HARVEY... is looking at selling their airport beacon. Contact Frank Olsen at Harvey if interested in obtaining the excellent used beacon light. Plans are also for a new lighted windsock and used snow plow tractor. They are insulating and remapping the airport to keep it looking nice. Someone will live on the airport in the trailer so that there is someone at the airport at all times.

NORTHWOOD... is doing the paperwork necessary for state aid grant application for runway repair work for the upcoming year. It is a good time to start planning and get some estimates of costs so that your airport is ready to do the work when good weather is here.

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Register now for convention

To pre-register for the NDAA Convention, please complete the following form and return by January 16. Envelopes must be postmarked January 16 to be eligible for the pre-registration fee. Pre-registered NDAA members will be eligible for a special door prize drawing for a FREE SUITE AT THE HOLIDAY INN DURING CONVENTION.

You also save $5. by registering early. Just complete the following form. DO NOT SEND YOUR CHECK. YOU CAN PAY WHEN YOU ARRIVE AT A SPECIAL REGISTRATION PACKET at the convention registration desk. Mail this form to: Patricia Estes, Convention Coordinator. Box 832, Wahpeton, N.D. 58075.

Extra tickets for various meals will be on sale at the registration desk. However, anyone attending any of the sessions must pay the registration fee. The convention packet will cost $45. at time of registration and $40 for those who pre-register.

Name: 

Address: 

Firm name: 

Number of names of others from my firm attending convention: 

Number of convention registration packets needed: (The $40. registration fee includes: the fee to attend all seminars; two breakfasts; two lunches; banquet; 4 coffee-breaks; NDAA party for NDAA Members only if dues are currently paid; various hand-out materials; opportunity to win a weekend for two at Holiday Inn and other door prizes). Please note each member of a corporate party may also get $40 worth of party... so join now and pay 1981 dues. Contact Larry Linrud, treasurer.
Bendix Avionics for all Nippon Airways 767s

FT. LAUDERDALE, Florida — All Nippon Airways selects five Bendix ARINC 700 series avionics systems for their new Boeing 767 twin jet air transports. The announcement was made during a ceremony in Tokyo attended by Y. Funatsu, Sr. V.P. Eng. and Maint. of All Nippon Airways; R.W. Thwing, Sr. Director of Marketing, Bendix Air Transport Avionics Division; R.D. Raabe, a Director of Bendix Japan Limited and also C. Itoh Aviation Co., Ltd.

Thwing pointed out the avionics system selected by ANA include — the RDR-4A color weather radar system - ALA-35A low altitude radar - RIA-35A ILS receiver - EPA-52A automatic direction finder with special Bendix combination loop sense antenna and the RVA-35A VOR/marker receiver.

"The selection of these advanced digital systems was based on All Nippon Airways extensive technical evaluation and subsequent negotiations to provide the finest avionics available with a comprehensive support program," Thwing stated.

All Nippon Airways has ordered 25 firm and 15 option of the Boeing 767 high technology twin jet air transports with first deliveries scheduled in 1983. The All Nippon Airways Bendix avionics systems represent the most advanced technology avionics available for air transport operation and have been designed to provide high orders of reliability and performance in the era of high technology air transports.

"Low operating costs and lightweight with an all digital concept were: design goals, achieved with these advanced systems," Thwing noted.

Bendix systems will be manufactured in new facilities under construction in the Ft. Lauderdale Bendix Complex.

FAR 135 proposed rule changes

By Jack Daniels

The Federal Register of Thursday, December 4, 1980 contained a number of proposed rule changes for the aviation community. The most significant one consists of changes to 135.297 (PIC Instrument check rides) for any IFR operations. The proposal calls for amending the IFR requirements to allow operators to demonstrate and train for those approaches it elects to use, a change in the operations specifications to cover approval for those approaches in the same manner that we now have for autopilot authorization.

In addition, the record keeping required for all this will change so as to greatly simplify the paperwork for 135 operators.

Make sure you plan to get to Bismarck for our annual meeting and participate in the discussion on this and other issues. We need some intelligent input into the response we need to make on these issues.

Luncheon speaker named

Those involved in aerial spraying or any phase of agriculture will be interested in attending the Friday luncheon, Jan. 23, during the NDAA convention in Bismarck, N.D. at the Holiday Inn. The speaker, Cynthia Hudson, of the North Dakota Wheat Growers Association, will provide information on the various efforts and attacks now underway by groups who wish to limit the use of chemicals in agriculture.

Her topic is one making current headlines and one that could affect the livelihood of farmers, aerial sprayers and the world food supply.

Reserve room now

Rooms at the Holiday Inn will go fast. Once our block is used, you may be out of luck. So reserve your room for the NDAA Convention now. Complete the form below and mail to: Holiday Inn, Box 1015, U.S. Highway No. 10 West, Bismarck, ND 58502.

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Airport snow removal
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SUBJECT: To try and forestall the numerous complaints that the North Dakota Aeronautics Commission receives every winter, starting with the first snowfall, about the inadequacies of snow removal, the Commission would like to stress and emphize the following points:

1. Move the first snowfall out beyond the lights. Reason No. 1: If you don't move the first fall out beyond the lights, you will not have room for subsequent falls and will wind up with a trench, looking a little like the Grand Canyon. Reason No. 2: If the lights are further than 10 feet from the edge of the pavement, all the more reason for plowing and moving the snow out beyond the lights is that a pilot landing in darkness is trying to stay in the center. If lights are 120 feet apart and pavement narrow, such as 50 feet, it is easy to have a wheel, especially with a twin, catch in the snow with dire results.

2. Establish priorities and maintain them. This pertains especially to airport authorities that have agreements with city crews to plow the airport. Reason: While this arrangement gets very good utility out of the equipment, it leaves a lot to be desired in that most city crews will only remember the airport after they have cleaned every street, alley, driveway, etc., which may take days. Try and open the airport at least on the day following a fall. In a situation where you are sharing or renting the city equipment, try and get at least one piece out to the airport. Get together with the foreman, street commission, alderman or council member and establish a good priority and maintain it.

3. Make sure crews know how to plow the airport. Reason: Most crews, with a few exceptions, will plow an airport just as they would a city street because they do not understand the need of an aircraft versus an automobile. They will leave small windows and finger drifts which have a habit of partially melting and then freezing hard, raising havoc with propellers and fragile nose gears. Remember, just because they did a good job last year is no guarantee, because old Joe may not be on the job this year and the new men needs checking out.

4. Clean your ramp of all chocks and other loose debris. Reason: If a blower is to be used, nothing will wreck a blower faster than a check made out of a good length of s.s. Rocks have the same effect.

5. Make a point of having someone knowledgeable on the airport the first time the crews go to work. Reason: If you don't, you will have tie-down ropes sheared off, your tie-down perhaps wrecked and tied down aircraft possibly damaged. Remember, this could be a new crew and maybe if it is old Joe, he may have forgotten where everything is.

Conclusion: Perhaps what the foregoing all boils down to is professionalism "in a job well done and with pride."

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Page 6

January 1981
It has been said, "There are two kinds of pilots: those who have flown in ice... and those who will." Ice is not an uncommon thing for a pilot to encounter. It's another important realm of flight to know and understand.

Generally, the most severe icing and aircraft stall encountered will be below 12,000 feet MSL, and around 32 degrees F. Ice is weight. A general aviation light twin can quickly put on as much as two or three cubic feet of ice (150 pounds) in LIGHT icing conditions. At an ounce of ice per drink, that's enough for a party of 2,400 people.

Weight, however, is not the real culprit of ice. The real culprit is DRAG — interruption of airflow. As ice builds up on the wings or props, the smooth flow of the air over the airfoil is interrupted. The airfoil becomes more and more inefficient and finally is stalled — even with maximum power applied to the engines.

When you first start to get ice, start working to get out of it — and that generally means a different altitude. Very often a change of 1,000 feet can make the difference between severe icing conditions and no icing conditions. Do not attempt to fly into icing conditions unless your aircraft has all the required anti-icing equipment. Even then, use that equipment only to get yourself out of the icing situation.

10 commandments to kill an organization
1. Always have something else to do when a meeting is called.
2. If you attend a meeting, be sure to find fault with the officers and fellow members.
3. Decline to hold office, as it is easier to criticize than to be criticized.
4. Get sore if you are not put on a committee.
5. If you are put on a committee, fail to serve.
6. If the chairman asks for opinions, by all means keep silent, but later tell others what you have been done.
7. When a few fellows roll up their sleeves to help things along, always preach that a clique is running the organization.
8. Slick to telling what you have done in the past for an organization, never look to the future.
9. Delay paying your dues as long as possible and never answer any requests.
10. Never bother about getting new members — let George do it.

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1970 BELL 47G-4 HELICOPTER 150 T.T.; 140 SHOULDER, 26 X 14 TIRE; K.A. 30 X 9; 60 H.P.; $36,000.00
1979 CESSNA 177 II 85 SLIT; 300 H.P.; 30 X 9 TIRE; K.A. 30 X 9; $12,500.00
1979 PIPER TOMAHAWK 180 T.T.; 300 H.P.; 15 X 10 TIRE; K.A. 30 X 9; $75,000.00
1970 - PIPER ARROW 1 II 160 T.T.; 85 H.P.; $15,000.00
1974 SKYLANE 130 T.T. 460 H.P.; $15,000.00
1975 PIPER NAVAJO B 225 T.T.; 300 SHOULDER, 15 X 10 TIRE; K.A. 30 X 9; $55,000.00
1975 CESSNA 150 80 T.T.; 300 H.P.; 25 X 10 TIRE; K.A. 30 X 9; $12,000.00
1978 - CESSNA 150 80 T.T.; 25 X 10 TIRE; K.A. 30 X 9; $12,000.00
1979 CESSNA 150 80 T.T.; 25 X 10 TIRE; K.A. 30 X 9; $12,000.00
1978 CESSNA 182RG II 140 T.T.; 120 SHOULDER, 30 X 9 TIRE; K.A. 30 X 9; $50,000.00
1980 - PIPER J3C 150 150 T.T.; 300 H.P.; 25 X 10 TIRE; K.A. 30 X 9; $24,000.00
1984 PLOWMAKER 140 T.T.; 120 SHOULDER, 30 X 9 TIRE; K.A. 30 X 9; $20,000.00
1985 PLOWMAKER 140 T.T.; 120 SHOULDER, 30 X 9 TIRE; K.A. 30 X 9; $20,000.00
1986 PLOWMAKER 140 T.T.; 120 SHOULDER, 30 X 9 TIRE; K.A. 30 X 9; $20,000.00

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January 1981

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Award winners

Congratulations to Dana Siewert, the Rocky Mountain Region 1980 Flight Instructor of the Year Award winner to Carmen Johnson, the Rocky Mountain Region 1980 Mechanic of the Year Award winner. Dana is employed as the chief flight instructor for the aviation program at UND. He serves as a Designated Pilot Examiner and an Accident Prevention Counselor for the Grand Forks area. Carmen is employed by Executive Air East, Inc. in Grand Forks.

"Flying Boat" update

The Howard Hughes' Flying Boat, the eight-engine aircraft built in the early 1940s, and flown but once, will soon be on its way to a display site. The Summa Corporation has donated the flying boat, perhaps better known as the "Spruce Goose", to the Aero Club of Southern California, a non-profit organization. The Warther Corp., active in the restoration of energy and hospitality industries, will maintain the aircraft and manage the project. Present plans call for the aircraft to be on public display June 1, 1981, in a facility alongside the Queen Mary, in Long Beach, California.

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Page 7
One step forward, two steps backward

By Richard L. Lesher

Ever been in a building that, no matter what you may do, some- one from the government will always call you and say: “Gotcha!” This scenario is not limited to the area of regulation, where, under the guise of protecting the public, the government is constantly forcing the public in to a position of heads I win, tails you lose.

Hospitals in Baltimore were required by city law to keep heat water coming from the taps in patients’ rooms at 110 degrees or less, and year to day regulations required them to keep the same water at 110 degrees or less.

One federal agency ordered hospitals to use linens in waste containers to protect hospital workers from contamination; but another agency prohibited the use of liners, calling them a fire hazard.

An entire load of a meat-packing plant were told by one federal agency to wash the floor five times for cleanliness, but then they were told by another agency to keep the floors dry so employees would not slip and fall.

OSHA ordered builders to put up catchers on the sides of vehicles; but then they were told by EPA for making too much noise.

The government ordered the children’s pajamas was an assignment with a flame retardant; but then the government decided the same retardant was a cause of cancer.

These are merely a few of the ways the federal government has been forcing the private sector to spend trillions of dollars for the same goods in the same way.

The president’s stonewalling on regulatory reform is the latest in a long series of unilateral measures taken by the government in the name of national security.

Further, it is the government’s policy to refuse to release critical national issues. However, it does adhere to the pattern which can be seen in so many of his Administration’s actions. What might best be described as, “One Step Forward, Two Steps Backward. Heads I Win, Tails You Lose... Gotcha!”

Fuel system icing

A winter challenge

By Jack E. Mathisen

Reprinted from the Minnesota Flyer

We have noticed that during flight operations in the same type of accidents, in- cidents, and malfunctions oc- curred with the usual in- ternal problem of fuel system ic- ing. In 1970, an NSF investigation1 investigated frequent occurrences of solid or crystal ice blockage in various systems such as Cessna 150, 152’s mentioned above.

It was noted on a month period a few years ago in a neighboring state, there may 150’s en- countered engine failure while doing work on stalls. Each resulted in a forced landing with no injuries to the oc- casions, but in two cases substantial damage to the air- craft.

After exhaustive testing it was determined by placing the aircraft in a powered stall at- titude on the ground that if the fuel system was not free of ice engine failure could be induced. Further investigation revealed severe icing as the reason for failure of the fuel selector on each aircraft which resulted in partial blockage of the fuel flow to the engine.

In each of these cases it was found that the required hour inspection interval draining of the fuel system was either not performed or not performed properly. During the many years that the subject aircraft have been in service, the importance of the draining of this fitting during 100 hour, annual, or pro- grams, aircraft maintenance records have been, in a great number of engines, either changed or removed.

The FAA district offices have summoned several aircraft maintenance personnel and or/and re- quirement for failure to follow the manufacturer’s in- Page 8

Customs addition agreement is precedent for Frontier

Reprinted from Minot Daily News, November 1980

By Phil Gleede

Plans for a new U.S. Customs station at Minot International Airport are taking off at a high rate of speed.

Monday, the city of Minot and Frontier Airlines, Denver, Colo., reached an agreement calling for us to be paid $3,252-

square-foot-addition. Federal officials in Washington, D.C., also approved the architect's design.

Wednesday, bids on the addition, which is expected to cost us up to $75,000, will be opened on March 1.

Next Monday, the Minot City Council probably will approve the cost-sharing recommendation of its Airport Commission and award a contract for construction which could begin yet this year.

By next May, Frontier wants to start daily flights between Denver and Minot, and another in Canada.

Bexell said bales of hay have been placed on the ground northeast of the existing terminal to permit a contractor to begin work immediately after winning the contract. He said the addition can be com- pleted by May 1.

Liebmann said that Frontier wants to start as soon as possible to tie the Canadian flights to new flights to Western U.S. cities. "We're looking at other West coast destinations which I cannot reveal," he said after stating that Frontier will start service at the same time as Minot.

In other business during the one-hour meeting, the Airport Commission approved transferring the lease and li- quor license at the airport cafe to Michael Liebmann and his wife. At least $5,000 has been placed in the cafe, a private firm he said will open it by late March.

Petersen noted that the lease includes the liquor license and if the city council approves the lease transfer, the liquor license will be included. He said the Minot Police Department already has approved the license transfer.

The committee has operated the Airport Restaurant and Bistro since August 1979.

The committee recommend- ed renewing its contract with the cafe "as is," allowing the cafe to bring in other aviation fuel at the airport.

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