Controllers have come to expect unexpected while pulling duty at Grand Forks

By Sue Retka

On a sunny summer afternoon, the temperature was relaxed and up to the spirits. The morning rush had let up, and the turbulence was friendly. Tower chef, Bob Burke, and the four controllers on duty welcomed this pilot-writer.

There was an easy fire to the conversation. The banter was light, and the morning was melodies. In mid-sentence, the local controller would give the occasional airplane information, and continue talking. Yet, while things were slow, and the conversation steady, there was an air of tension.

When controllers come from all over the United States to gain experience working in the Grand Forks tower, the Grand Forks assignment is considered as an important part of their training. This experience was particularly important for the experienced controllers working with this PBY World War II veteran. They took a short course in that day's design and operation as they asked questions such as, what are these two wire loops...?

Continued on Page 2

Controller strike averted

By Patricia J. Eates

The Federal Aviation Administration, the White House, the airlines, the network of airports and even the airwaves passengers all geared up for strike contingency plans as the Professional Air Traffic Controllers Organization President (PATCO) Robert Poli kept announcing a June 22 nationwide walkout.

Late June 21, as the clocks edged toward midnight and the predicted 7 a.m. EDT walkout, Poli announced the strike vote was only a formality, according to Associated Press (AP) reports.

But when 7 a.m. rolled around, the nation's taxies were still the usual array of surviving and departing planes carrying an average of $12,000 passengers daily. Since June 1 one of the two busiest months for the airlines, the pending strike would have snarled traffic severely.

An 80% approval by union members was necessary for the PATCO strike to commence, and when the tally was complete, only 79% were reported willing to walk out and risk the possible imposition of civil and criminal penalties.

A 1979 permanent injunction prohibits the 14,000 union members from striking, In all, the strike would have affected a force of 17,000 controllers.

That injunction was upheld again in 1978, during a four-day PATCO slowdown, recalled N.D. Commissioner of Aeronautics Harold Vavra.

Judge Thomas Platt at the federal district court in New York issued the 1979 injunction, and held firm on the issue again in 1979. Platt ordered PATCO to pay a total of $180,000. However, it was only a day and a half in a day.

To Air Traffic Association, an organization of scheduled airlines, reinforcing this strike prohibition, Vavra noted, as the federal law which prohibits federal employees from striking. The controllers are federal employees.

The Reagan Administration had said it would not tolerate an illegal strike and would seek civil and criminal penalties should a walkout occur.

As federal employees, air controllers faced a maximum criminal penalty of $100 fine and one year in jail for striking, according to AP. However, that penalty had never been enforced. Civil penalties for violating the federal injunctions could range into the tens of thousands of dollars a day.

At issue was a contract sought by PATCO totaling $700 million versus a government offer of a contract worth $400 million.

The union sought $10,000 raises for the controllers, who average $34,000 a year with a low of $20,000 and a high of $65,000. The union would have lifted the average wage to between $40,000 and $47,000 with a high of $90,000, according to union officials.

Media reports reflected the public stance of PATCO that the package was a firm item in the negotiations. That package included a reduced work week from 48 to 32 hours, increased pension benefits and the across the board pay increase.

As marathon talks were conducted at the Federal Mediation and Conciliation Service in Washington, D.C. with federal mediator Kenneth Moffett participating, the FAA general counsel handled the boiling strike.

The contingency plan assumed a "worst case" situation where all PATCO members would strike.

In that case, FAA prepared to handle about 25% of the average air traffic levels with supervisory personnel who would stay on the job.

Such personnel, Vavra said, consisted about 15 percent of the average controller force and would likely have been used on a 10 hour shift, six days per week schedule.

FAA had plans to fly supervisory personnel to key air traffic control facilities if severe staffing problems developed. The contingency plan favored long haul scheduled flights of over 500 miles rather than short haul non-scheduled operations.

The National Business Aircraft Association had predicted that such a strike would have totally disrupted general aviation flights for at least the first 24 hours into and out of controlled airports. The air traffic system would have been reasonably continued for the first 72 hours, Vavra predicted.

The Commuter Airline Association of America advised members to set up individual contingency plans and to contact regional a facility chief to insure coordination. That association was ready to operate a special information system for its members.

FAA Administrator J. Lynn Helms sent a letter to all air traffic controllers in May warning that the government "will have no alternative but to vigorously pursue all remedies available to it in bring any unlawful action to an end."

Use of 400 military controllers was mentioned publicly as part of the contingency plan by FAA and the Reagan administration during June 21.

Airports in North Dakota with continuous towers include Bismarck, Fargo, Grand Forks and Minot.

Over the weekend travelers jammed the airports as they got home before the strike while others traveled to avoid the strike. FAA officials guaranteed travel plans were not disrupted.

A delegation of members of the North Dakota Press Women, attending a convention in Philadelphia, arrived at the airport, Sunday, June 21, over three hours before planned departure.

Upon arriving the airline offered to reschedule the flight scheduled to depart in less than half an hour. That delegation accepted that invitation and upon boarding, discovered one passenger flying home as much as seven hours ahead of schedule.

During installation of new officers at the convention, the newly elected President, D.J. Cline, of South Dakota thanking his wife for air and her support, brought her husband, in a temporary business trip to Des Moines, IA, could not join the flight. He could get flights out but no returning and like other business traveler, according to AP reports, opted to just skip this trip.

While reports focused on the dramatic economic impact of such a strike, no public announcement has been made yet of the taxpayers cost of having to bear the burden of necessary.

FAA contingency plans also un researched the costs in money and inconvenience to business and pleasure travelers who disrupted plans based on the looming strike. Various air industry related associations also invested time and money on the efforts to bear the burden of such a strike.

On Friday, June 18, Transportation Secretary Drew Lewis enforces the regulations while advising the public that the $80 million package offered by the government was a firm

Continued On Page 2
The tower is a vital and complex part of the airspace, where controllers handle operations in their 16-hour day than Chicago O'Hare did in its 24 hours. The tower and university have tried to work out ways of handling the student controller traffic without inconveniencing other pilots. UND planes do get runway incursions in a different area of the field than other planes. When around the Grand Forks airport, UND student controllers identify themselves by their "Sioux numbers" - a one- or two-digit number painted on the tail. The instant student identification and simplified equipment make the controller's job a little easier. The tower also limits the number of planes in the pattern making touch and goes to six. The university has tried to minimize congestion by sending pilots to several other airports for touch and goes, as well as assigning air- planes to specific practice areas. When wind conditions are ideal, the tower uses both runways generally keeping the full-stop landings on the north-south runway while working the touch and goes on the intersecting runway. Of all the practices at Grand Forks, the one that probably makes unfamiliar pilots the most nervous is the use of both runways. Tower chief Burke explained the procedure is legal and they're perfectly willing to accommodate a pilot who doesn't want to land on a runway with instructions to hold short of the intersecting runway. "If you do a pilot doesn't want to do it, he's doing it for him," said Burke. "When he's busy, we'll take the time to ask if you can. We don't want to put anybody in an uncomfortable position - just tell us, and we'll plan accordingly." Burke also stressed that if a pilot doesn't understand the controller's instructions he's supposed to ask it to repeat in case of times we speak too fast, just ask us to slow down." When a pilot acknowledges a controller's instructions, he assumes that the pilot totally understood and is capable of doing it. To an inexperienced pilot, for example, it might be difficult to judge a right downwind or straight-in approach. A controller can frequently tell by the tone of a pilot's voice just how experienced or confident that pilot is when it. They detect uncertainty, they try to accommodate the pilot's needs. The controller at Grand Forks estimated 60 percent of the interterm pilots who fly into Grand Forks learn to fly on this shakier on procedures. Some pointers: 

-When preparing for departure when approaching, listen to the frequency. If they're busy, use ATIS for basic altitude and track assignments. 
-Reduce your transmissions to the bare minimum, and keep your transmissions short and to the point. 

The controllers are not only in the room to get your instructions. If you need something, they need to know about it. They'll ask them. Similarly, if you fly in without contacting Approach all they know is your N-num- ber. If they need altitude or other information, they'll ask you. 

-When you call tower, ready for takeoff, be sure you've organized the runway. If they clear you for takeoff immediately. 
-When landing, turn off all the available runways, and wait for tower to give you the runway, wait for instructions. 
-If you should lose your radio, you can land at Grand Forks (It wouldn't be wise to try it in a C.C.A). Try your transmitter. Frequently, while you can't hear them, the controllers can hear you. 

The controllers are to be on guard to give you the best possible service. The controllers at Grand Forks will be available to give you the best possible service. The controllers at Grand Forks will be available to give you the best possible service. 

Chief.
Over 1,000 served a delicious breakfast

Over 1,000 persons were served a flight breakfast of sausage and pancakes at the Oakes Airport dedication on Sunday, June 7, which was followed by an air show.

There were 43 airplanes fly-bys to the event. Local pilots gave 150 to 600 free airplane rides during the celebration.

Walter Pfleifer formerly from Oakes and now an M.C. for Northern Air Shows, Cloquet, Minnesota near Duluth, gave a pre-show narration of the aviation history of Oakes. The air show included precision aerobatics by Arne Odegard from Cloquet, Minnesota, flying a Steen Skyboy and Bob L. Schroeder, Sr., Ernie North Dakota, flying a Pitts S-2. Arnie Widner of Crete flew an aerial spraying demonstration.

Following the air show, the new Oakes Airport was dedicated. Airport boasts 3,500 ft. by 60 ft. runway, a large apron and new installation of 65 and 100-octane aviation fuel, large purpose-type hangar installation with 10-fold doors and medium intensity runway lights. The new airport including land acquisition and construction, and installation of hangars was built at a cost of about $260,000 of which $140,000 was FAA Federal funds and $80,000 State funds from the Aeronautics Commission and the balance furnished by the Oakes Municipal Airport Authority.

The dedication ceremony was chaired by John R. Breitbach, Chairman of the Oakes Airport Authority. Speakers were Harold G. Vavra, Director of the Aeronautics Commission and Kent Jones, Biarmarc, Agriculture commissioner of the North Dakota Department of Agriculture. Oakes Airport Authority members present were Vernon Courten, Lester Tritika and Lee Ruhn, who is also Manager of the Airport. Also attending from Biarmarc included Roger Pfleifer, Assistant Director, Aeronautics Commission and Milton Heupel, Airport Engineer with the FAA Airport Field Office.

Senator and Representative from District 38 attending were State Senator Leroy Erickson, Delanamere and State Representative John Craime, Eldonale.

The Aeronautics Commission furnished a unique two-way radio on 122.9 Mhz for airport advisories to aircraft during the event.

Crowd of over 1,000 who attended the Oakes Airport dedication and air show on June 7.

Lower fuel taxes advocated

Senate Bill No. 1772 was introduced by Rep. May 21, which lowers aviation fuel taxes from the level initially submitted by the Senate Commerce, Science and Transportation Committee. This new bill introduces Senator Cannon (Nebraska) and Kasehaum (Kansas), whose bills call for 6 cents per gallon federal tax on aviation gasline and jet aviation fuel used by general aviation, which would continue at the same level to October 1, 1965.

Earlier the U.S. Senate Aviation Subcommittee had recommended an amendment to the existing 2 cents per gallon through 1965 and 12 cents per gallon during 1966 and 1967, and yet fuel tax starting at 13 cents per gallon and increasing to 18 cents per gallon by 1966 and 1969.

S. 1772 also lowers the airline ticket tax from its present 3 percent to 3 percent of the cost of airline tickets. The bill also lowers the cargo tax from 5 percent to 2 percent of the cargo waybill and drops the federal head tax on international travel on scheduled airlines from $3.90 per person to $1.00.

The sponsors of the bill estimate that the lower level of aviation user taxes will reduce the aviation trust fund surplus from its present $8 billion to about $1.3 billion by 1965.

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Schroeder, M.C.

Bismarck,...
Fatalities on the increase

BY HAROLD Vavra

North Dakota through June 8 this year has five pilot aviation accidents which resulted in a total of 13 fatalities. In the past ten years, only 1978 resulted in 13 fatalities for the state. All of these occurred in the territory of Grand Forks International Airport. The aircraft was flying an upwind leg over the runway. The other aircraft, after a touch and go landing, climbed straight out and into the aircraft over head. Grand Forks Airport has an FAA Control Tower.

The first accident occurred on May 1, when a Bell Model UH-1B Huey turbine-powered helicopter, which was owned by Blain's Helicopter Sales and Service of Belling, Montana, crashed with a pilot and seven passengers, with a total of eight fatalities. The helicopter crashed and burned in rugged badlands territory about 20 miles southeast of Williston, North Dakota. The helicopter was carrying members of a geological survey which was being employed by Consolidated Georgraphy Corp. The aircraft's headquarter are in Mesquite, Florida, and which has a U.S. office in Denver. Representatives of the Federal Aviation Administration and the National Transportation Safety Board (NTSB) immediately flew to the scene. Examination of the tail of the turbine engine was by NTSB investigator, on May 4. NTSB gave a preliminary report that indicated that the gas producer turbine section in the engine came apart and in effect destroyed the engine. The helicopter had an INS system which permitted the pilot to find out where the last major signal was received. NTSB concluded that it plans to ship the helicopter's transmission to the National Center for Atmospheric Research in Fort Collins, North Texas, for examination.

The second accident occurred on May 21 resulting in two fatalities, the pilot and owner of the plane in the front seat and one passenger in the rear seat. The accident involved a Cessna 172 which had a 200-HP engine. The aircraft had been destroyed and was located near Langdon, N.D. In another incident, one of the passenger's head was believed to be a Bellanca Model E-24 Aircraft.

The third accident occurred on June 3 resulting in one fatality. In aircraft involved in the Langdon Municipal Airport. The pilot had a 150-HP engine while flying time and 400 hours flying time while in the aircraft which was in the year, 1980. The pilot had its Certified Decal which he could not get to the plane. The Sterling rural fire department was called to hose down the smoldering wreckage that was due to the fact that the aircraft burned in a fire shortly after impact. Because of the intense fire, the Department was investigated, and the second accident was investigated by the FAA.

4. The fourth accident occurred on June 3 resulting in one fatality. This occurred near North Dakota, in a small field. The aircraft involved was a Bellanca Model E-24 Aircraft (Decal). The plane was a fixed base operator at the Langdon Municipal Airport. The pilot had a 150-HP engine while flying time and 400 hours flying time while in the aircraft which was in the year, 1980. The pilot had its Certified Decal which he could not get to the plane. The Sterling rural fire department was called to hose down the smoldering wreckage that was due to the fact that the aircraft burned in a fire shortly after impact. Because of the intense fire, the Department was investigated, and the second accident was investigated by the FAA.

The fifth accident occurred on June 6 resulting in one fatality in an aerial spraying accident. The accident occurred near Sterling, North Dakota at about 7:30 a.m. while the farmer was spraying his own farm land. Aircraft involved was a 1978 Piper PA-119 Super Cub single engine PA-119 HP engine. The pilot owner acquired the PA-119 in 1980, according to the records of the Aeronautics Commission, and was using it for aerial spraying of his own land. The pilot held an FAA Private pilot's license. The aircraft burned on impact. The fire consumed all the fabric on the aircraft except the rudder. The pilot witnessed the crash about a mile from impact. The aircraft was making a turn while it impacted the ground in a nose down position. The flagman indicated that the aircraft exploded into a fire shortly after impact. Because of the intense fire, the pilot could not get to the plane. The Sterling rural fire department was called to hose down the smoldering wreckage that was due to the fact that the aircraft burned in a fire shortly after impact. Because of the intense fire, the Department was investigated, and the second accident was investigated by the FAA.

5. The accident occurred on June 3 in an airplane. This accident occurred near Langdon, N.D. in an airplane. The aircraft involved was a Bellanca Model E-24 Aircraft (Decal). The plane was a fixed base operator at the Langdon Municipal Airport. The pilot had a 150-HP engine while flying time and 400 hours flying time while in the aircraft which was in the year, 1980. The pilot had its Certified Decal which he could not get to the plane. The Sterling rural fire department was called to hose down the smoldering wreckage that was due to the fact that the aircraft burned in a fire shortly after impact. Because of the intense fire, the Department was investigated, and the second accident was investigated by the FAA.

Accidents involving Piper PA18 and PA119

The records of the Aeronautics Commission show that in 1982 over 200 aircraft and helicopters had been licensed for aerial spraying in North Dakota. Of this total figures, there were 24 Piper PA18 and PA199 aircraft in the fleet operated by farmers. The pilots were generally commercially licensed ag spray operators, or about 9 percent of the total. In one time in the early 1960s there were nearly 60 Piper PA18s used for aerial spraying in North Dakota. Accident records of the Aeronautics Commission, over a span of 30 years, show a substantial number of Piper PA18 and PA199 aircraft used for aerial spraying, which became involved in major or minor accidents, but pilots who has reported the accident.

The new line of agricultural aircraft, which began to come on the market in mid-1960 and beyond, do not have this characteristic. About 90 percent of an aircraft now used in North Dakota fall in the new design category. A Piper PA18 and PA199 in an accident will usually involve the fire engine of the aircraft if it is involved in an accident. If the bottom of the engine is impacted or if even the bottom of the engine is impacted on any one of the engines, in most cases the fire will start before the aircraft comes to a stop. There is a reason for this happening. The Piper PA18 and PA199 were powered by a Continental engine which did not have the fire exposure to the Continental PA18 engine which is powered by a Lycoming 150 HP engine. When the Piper PA18 and PA199 was brought out, the aircraft manufacturer switched to a Lycoming engine in order to get 150 horsepower from a four cylinder engine at that time. Ninety percent of the Piper PA18 and PA199 start at the foot of the Lycoming engine where the gasolier is located near the exhaust stack, which is near the bottom of the engine. We have had accident reports in the past year, where a hard landing, which caused collapse of the landing gear, the pilot then was underneath the bottom of the cow, causing the bottom of the engine cow to impact the ground, resulted in a fire before the aircraft came to stop. The engine then continued to burn near the bottom of the cow, resulting in major fire damage.

In many cases this has happened to the Bellanca 200-HP and the Piper PA18. A fire from this source spreads rapidly, being fed by gases and will eventually penetrate the fire wall. In addition, a smoldering fire may burn fabric and aircraft and helicopters have been licensed for agricultural operations since 1960. There were 24 Piper PA18 and PA199 aircraft in the fleet operated by farmers. The pilots were generally commercially licensed ag spray operators, or about 9 percent of the total. In one time in the early 1960s there were nearly 60 Piper PA18s used for aerial spraying in North Dakota. Accident records of the Aeronautics Commission, over a span of 30 years, show a substantial number of Piper PA18 and PA199 aircraft used for aerial spraying, which became involved in major or minor accidents, but pilots who has reported the accident.

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**Dropping in on Hank & June**

**Editor’s Note:** Relative Wind readers, Hank and June Fietzek forwarded this article for reprinted. It originally appeared during April in the *Jamestown Democrat*.

By WAYNE NELSON
Sun News Editor

MILLARTON, N.D. — Ballooner Ben Aoki, known for his 1979 balloon trip across the Atlantic Ocean, was dropped in on Hank and June Fietzek Monday afternoon.

Abarus and Rocky Askii landed their helium-filled balloon in a field near the Fietzek farm around 5 p.m. and were flying 1,800 feet during the Gordon Bennett balloon race, one of the premier gas balloon races in the world. Abarus and Akii began their flight from Fountain Valley, Calif., on Saturday afternoon.

The Benihana, piloted by Abarus, was Japan's entry in the 18-ballon field. And the duo did not own the race, they set a distance record for the event which dates back to 1906. Abarus and Aoki, who encountered rough weather near Salt Lake City and the last 300 miles of the journey drifted from ground level to 20,000 feet at the peak of the flight.

"We could have made maybe another 40 or 50 miles before dark, but we didn't have enough ballast left another night in the air," said Abarus, who, with Maxine Anderson, piloted "The Double Eagle" across the Atlantic.

"It was a great flight," added the balloonist. "We flew the plane to its maximum and we're happy."

**A lot can be said for fire resistant clothing**

From Page 1

system now located differently.

In summary, most major accidents with Piper PA-18's used for aerial spraying have occurred in small, single-engine aircraft, and even minor accidents resulting in impact to the bottom of the engine cowling will result in immediate fire.

**Shell Characteristics**

The Piper PA-18 and PA-20 also have a shell characteristic which can make big differences. If an exploded shell occurs, while turning a spray plane at low altitude, the fuel can be ignited from a turn-type shell while at low altitude, if explosive power appears too quickly or if explosive power in being used before the nose is dropped to its lowest position to reduce the fire while the plane is at a low altitude because the shell is filled with 40 or 60 horsepower engine. In the meantime, the engine horsepower is being expelled and the maximum gat load greatly increased with a high wing landing compared to the original design.

Conclusion is that pilot and operators using this type of aircraft for aerial spraying should be more careful to avoid accidents which will damage the engine or engine cowling because of the substantial fire potential in this aircraft.

Because fires are possible in any spraying aircraft following an accident, pilots should wear permanent clothing while flying an aircraft.

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Relative Wind

July 1981
We understand the business aircraft service needs.

Flagman shall precede and follow the aircraft used for aerial application, provided the aircraft is designed and adapted exclusively for agriculture.

In the interpretation of a dealer of implements of husbandry, this appears to mean a dealer in agricultural aircraft, which the definition says is a dealer in implements of husbandry. The other qualifications which can be substantiated for dealer being a farmer or rancher.

The practice of using county roads or township roads is not prohibited, except in case emergencies. The use of roads by aerial-applications should be constrained to a very minimum. There is always exposure to an accident between agricultural traffic and aircraft. Aircraft should not block a road. The law specifically provides for a flagman preceding and following the vehicle. Under no circumstances should a road be used which has a hill in the vicinity. There should be clear approaches for about a mile in each direction without intervening hills.

About ten years ago an accident

Continued On Page 7

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Vavra wins

Relative Wind received its first state journalism award in May when the feature story on Harold Vavra, written by Patricia J. Estes, placed third in the magazine feature's division.

The competition is sponsored annually by the North Dakota Press Women.

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July 1981
The chemical game very competitive for Dewey Ostlund

By Nancy Erickson Johns

Farmers have reaped the benefits of the harvest since the first seeds were planted. With varying degrees of success, farmers battled the bugs and weeds, getting help from some naturally occurring materials and then from synthetic compounds.

After World War II, the promise of effective pest control first was seen when synthetic compounds gained worldwide attention. One of the first pesticides used after the war was dichlor-diphenyl-trichloroethane or DDT. It was soon hailed as a miracle chemical.

Development of chemical compounds to control weeds and insects has continued since the days of broad spectrum sprays like DDT. Dewey Ostlund of Ostlund Chemical Co. of Fargo has seen many of those developments occur since entering the chemical business.

The Pelican Rapids, Minn., native started in the business with a Fargo-based seed and chemical wholesale and retail firm in 1960. After that, he worked with two other chemical companies helping them establish a base in the area.

By 1979, he had decided to go out on his own in the business. "I had worked for other companies and I just wanted to do it on my own," he recalls.

The business became a reality in September of that year, organized by Ostlund and two partners. The partners, Phil James of Fremont, Neb., and George Dewing of Crookston, Colo., have their own wholesale chemical firms, complete with formulation plants.

"They provided the means to get going," he continues. "They had the distribution systems, products, credit and the same brand names. These formulating plants mean the opportunity for more gross profit for Ostlund Chemical and the wholesaler's dealers, he adds.

The rapidly expanding business started out with an office in the Fargo Mills building. By March of 1977, the new offices and a warehouse were built in the 12th Avenue Industrial Park in Fargo. That office was expanded in 1979 and the new warehouse and office space was rented in two other locations around town.

By 1979, the operation was in need of more space, and the logistics of loading trucks for delivery from three points had not turned very rosy. In October of 79, the new warehouse and office space was started in the industrial park.

Ostlund took over the business and put everything in one place. "We get more storage and it is more efficient for loading and unloading trucks," he points out.

To keep an eye on the operation, Ostlund has a window from his second floor office overlooking the warehouse. Shipments from that warehouse are delivered in nine company-owned trailers and several trucks leased for the busy spring season. There are about 25 members of the Ostlund Chemical staff which make the sales and deliveries possible.

The wholesale chemical operation has dealers in the valley ranging from the South Dakota border in Canada, east to Highway 10 in Minot and west to Highway 181 from Jamestown to Devils Lake. Products available include a wide range of agricultural chemicals from various suppliers, as well as about 29 products under the "Clean Crop" label. This is the label for non-patented chemicals formulated for Ostlund.

The formulation plants which make chemicals for Ostlund are called Flotte Chemicals. These are the plants formerly owned by the Ostlund Chemical partners. Several other companies are also in partnership with James and Doering, but each stands on its own, he says. They do work together to help distribute out-of-ballance inventories, and help each other out, he adds.

Ostlund says one reason his business and others in chemical sales has increased in highest usage of chemicals by farmers. "That's not because there are more farmers, or more dealers, but each farmer is using more chemicals."

This higher usage has also translated into some shortages of inventory this year especially. "The farmer is taking a bit better care of each area this year than last year," he maintains. This is the reason for the shortage.

About two-thirds of the Ostlund Chemical dealers selling to those farmers are elevators or fertilizer businesses. The rest are custom applicators, mostly aerial applicators.

Ostlund says his business has been built on service and a complete line of products. Changes in the business came quickly, he opines, and "you have to keep up with the competition."

One of the "services" offered by the firm is long hours. During the peak spring season, the warehouse comes to life at 5 a.m. and is open until 9 p.m. or later. "People know we are in about 3, so the phones start ringing then. Most wholesalers are not here" so early in the morning.

Providing the service and keeping up with the game makes the business interesting to Ostlund. "The intrigue of things changing," also makes it interesting, he says. "The business today is completely different than the one we planned in 1960. The business is never dull. The business changes so rapidly. It is hard to get out for three or four months. If you do, you have lost the business."

When Ostlund started, the chemical business was a big business. "Now it is a 15-month job with the budgeting and chores."

Ostlund is an industrial member and a booster member of NDAA.

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Distributed By:

Ostlund Chemical
No. 1 blackbird controller

By Choo Cattan
Freelance Writer
Balder, N.J.

Editor's Note: Probably the most frustrating scene for a grower is a helpless stand by and watch his fields devoured by thousands of blackbirds. Although the percentage of overall damage in any given year is generally small, the damage concentrated in a small area which is devastating for these growers.

This article describes one unique way of attacking the problem which could have potential in other problem areas of the producing region. Even though he works in only one of the major flyways of blackbirds through North Dakota, Gene Erickson of Leas has earned the title of North America's Number 1 blackbird controller.

Erickson, who became involved in the use of the bird controller in 1973, has a trophy from Outland Chemical to prove his "number one" status, but more important to him are letters from satisfied customers and a waiting list of sunflower producers wanting to hire him.

"A few flowers were planted around Leas in 1974, more in 1975 and more in 1976," the pilot recalled. "I started with about five farmers seven or eight miles southeast of Leas and six to eight miles northwest of Leas, maybe eight or nine years ago. By 1977, I'd made up my mind to find out all I could about blackbird migration routes, habits and so on."

Erickson's personal studies and discussions with William K. Pfeifer of the U.S. Fish and Wildlife Service, which conducts the training for the "number one"

From Page 7

ordering.

The game of intrigue starts for the company when orders are placed in the fall. From September to November, past orders are reviewed and proposals are made for the future needs of a particular business. Farming is a seasonal business, as well as possible farm chemical needs.

The goal of Erickson is to come up with a product of the right chemicals to satisfy customer needs without overbuying, as the other company has been able to do during the past years. While explaining his business, numerous calls were answered and orders of employees shipped in with a question. With all the demands, Erickson points out, "You have to love the business. Nobody in his right mind would be doing it if they didn't love it." Erickson says that the key to success in his business is making sure that his customers are satisfied, and that there is a good relationship between the grower and supplier.

AIRKAMAN OF OMAHA, INC.

One of the major advantages of Erickson's business is the close relationship he has with his customers. He is able to provide prompt delivery and efficient service, which is crucial in a fast-paced industry. He is also able to provide a wide range of products that meet the needs of his customers.

Erickson says that his business will continue to grow as long as he is able to maintain his high standards of service. He is confident that he will be able to continue to meet the needs of his customers, and that his business will continue to thrive.

Erickson is a dedicated and hardworking businessman, who is committed to providing the best possible service to his customers. His business is a model of excellence, and he is a credit to the chemical industry.

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Avoid the turkey farms...

Commissioner of Agriculture Kent Jones joined the State Aeronautic Commission to "on appeal to small aircraft and helicopter pilots to steer clear of turkey operations in the state. Harold Vavra has made maps of the areas where farms are located and posted signs in airports as well.

"Turkeys are very high-strung creatures. They react and respond like "jumping in a pail" at the sound of a"...

From Page 8

wide area. Concentration of the treated kernels in one area was necessary to really scare the birds. Ellan also concluded they like low spots, with or without water, and their weed seeds helped draw them to fields. Migrating flocks move in waves and when a second wave moves into an area. They can pick out the "good picnic areas" by seeing bird droppings and empty husks from previous bird visitors!

Ellan pointed out the local birds are here about the first part of August when the flowers are blooming and begin to attack heads. The first migratory wave, mostly redwing males, and the yellow-headed females come at the end of August. The bird wave, with a lot of purple and others, begins Sept. 10, to 15, and tells customers they pay twice for weeds "in lost yields because of the seeds and sunflowers lost to birds attracted by the weeds."

Bill Pfeifer of Fish and Wildlife, who praised the work of Ellan and Lynn Larson of Fargo who also provides a monitoring service, noted increasing acreage and changing farming techniques for sunflowers makes it easier to control the wily blackbird. The crop, high in protein and oils, is highly desirable to the adult birds who have just molting and find it the best food possible to produce new feathers, grow and avoid winter stress. The male red-winged birds move in just a few days behind the snow and then the turkey, and in the spring, set up a territory and start hocking up with 5 or 6 other males. Male also fly first in fall, moving from nesting to staging areas. Most crop damage is done in the first half of the season and if a grower is concerned at this stage they have nothing to tell them except that we're trying," Pfeifer said.

"It's a decision a grower has to make by looking at their predicted loss and deciding if it's worth it," Pfeifer said. He also said that Minnesota growers should check with the FWS for possible new techniques and experience area growers, and carefully consider planting areas if they are planted, hire a monitoring service or attend to bird problems immediately yourself. If you use mechanical scare devices, use a variety and move them often since blackbirds are smart and adapt easily.

The problem as Vavra explains it is not with the North Dakota pilots nor the Air Force pilots. The Air Force bases in Minot and Grand Forks are being very cooperative according to Vavra in keeping their low flying aircraft away from the northeastern area around Devils Lake where most of the operations are located. "What we're running into," Vavra said, "is Canadians who don't know where the areas are and increasingly oil exploration helicopters which are also from out of state and not yet appraised of the locations of those turkey operations."

He won't take some areas

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(Reprinted from the North Dakota Council News)
Watch out for those shady tree sprayers

Reports of questionable tree spraying operations have been brought to the attention of Commissioner of Agriculture, Kent Jones. "Spring somehow brings out the best in nature and the worst in some people," Jones said in discussing the problem of itinerant, disreputable tree sprayers. The guise used by these operators is to approach the owner of the trees, say the trees are infested with borers or disease and must be treated immediately. The conscientious owner takes their word for it and pays for what is an unnecessary treatment for a nonexistent condition.

For the protection of reputable sprayers and for the tree owner protection as a consumer, Jones advises getting a second opinion. "Call your county extension agent or your locally known sprayer for a second opinion." If citizens are aware of such operations they may also contact the Attorney General's Consumer Fraud Division in Bismarck.

Maybe we can carry him the rest of the way

Once upon a time . . .

...there was a dealer who had never joined his association. All his life he took the benefits won for him by the association but refused to join. Then on his deathbed he told his wife: "Dear, please do something for me. I want the association members to be my pallbearers." "But you never belonged to the association," his wife objected. "Why do you want the members to be your pallbearers?" "Honey," he replied, "they've carried me this far . . .they might as well carry me the rest of the way." Courtesy of the Oklahoma Automobile Dealers Assn.

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Accidents in April

April 1981

Accidents 1 4
Fatal Accidents 0 0
Fatalities 0 1

The accident occurring in April involved a floatplane on a long cross-country ferry flight. The pilot stated the engine stopped after running out of gas and there was no water to put the floatplane down in. After touchdowns in a field, the aircraft nosed over and came to rest inverted. It is interesting to note that only minutes before the engine quit, the aircraft had crossed Lake Sakakawea which offered an unlimited area for making a floatplane landing — emergency type or otherwise.

Exam-o-grams

Brief, timely and graphic articles developed and published on a continuing basis, Exam-o-grams are non-directive in nature and are issued as an information service, particularly to individuals interested in FAA Airmen Written Tests. They relate to concepts, practices, and procedures critical to aviation safety, common misconceptions among pilot applicants, and areas which cause difficulty in written tests.


Non-compliance

During the past 90 days FSISO investigated 19 alleged violations of the Federal Aviation Regulations involving the following:

Altitude-ATC

6 Careless or Reckless Low Flight Other

Of considerable concern is the relatively high portion of air taxi related investigations. The majority involved the use of unqualified pilots or the carriage of personnel for compensation without compliance with FAR Part 135. Please note the high number of weather-ATC related incidents. Many of these involved operating into a control zone without a clearance when the weather conditions were less than 1,000 feet ceiling and/or the visibility less than 3 miles. Some of the pilot involved in these incidents did not have current medical certificates or terminal flight reviews.

Altitude alert

Pilots on IFR flight plans in aircraft with a MODE C transponder will have additional "eyes" checking their altitudes this spring. Beginning in May, all 39 air route traffic control centers began testing En Route Minimum Safe Altitude Warning, similar to the system used at airports with automatic radar tracking. If an en route aircraft is projected to go below a minimum IFR altitude, an alert will flash on the center controller's radar scope, and he will take appropriate action.

Visibility

There is a possibility that a takeoff or landing attempt could be made at an airport when it is below IFR minimums even though the pilot received weather conditions from the ATC controller and believed the weather to be at or above minimums. This situation actually happened at an air carrier here in North Dakota recently. The weather was reported as "visibility one eight mile in fog, lower visibility one quarter mile." In this case, the carrier's minimums for the runway being used was one half mile. Since this value was reported, he departed. The problem is that lower visibilities are often reported as part of the remarks section of the official weather report. The lower visibility is the official visibility when it is the lower of the two.

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Desiccant drift under study by universities

Fargo—Paragout and sodium chloride are used as preharvest drying agents on sunflowers in North Dakota and Minnesota where over 3 million acres are planted.

Additionally, some of the nearly 400,000 acres of sugar beets in the two states will be adjacent to areas in a program to determine the effect of various rates of paragout and sodium chloride on sugar beets yield and storability.

Sodium chloride was applied to beets at rates varying from 4.5 pounds per acre down to 0.5 pounds both years. Paragout rates varied from 0.25 to 0.12 pounds per acre in 1979 and from 0.12 to 0.01 pound in 1980. Sodium chloride tended to reduce beet yields at all rates in 1979 and reduced yields at all rates in 1980. Paragout at 0.01 pound per acre caused nearly two times the yield loss caused by sodium chloride at 0.56 pound per acre even though 0.01 pound per acre is 4 percent of the normal paragout rate and 0.56 pound per acre is 12 percent of a normal sodium chloride rate, Dexter points out.

Sugar beet yield losses were greater in 1980 than the year before. September rainfall in 1979 was 0.1 inches while in 1980, it was 2.8 inches. The un-treated sugar beet fields grew more in 1980 because of the greater rainfall. So the desiccants had a greater effect in 1980.

Sodium chloride did not affect sugar beet storability as measured by sugar loss during a 110-day storage period. Paragout at 0.25 and 0.12 pound per acre reduced sugar beet storability as sugar loss during storage was 38 and 28 percent, respectively, compared to 13 percent for the untreated check.

Mail watch

The State Aeronautics Commission has mailed airman renewals to over 3,000 pilots. The new certificate will be valid for two years, expiring on June 30, 1983. The present certificate expires on June 30, 1981. The fees for registration are unchanged — $30 for private, commercial or mechanical rating; $50 for students.

A current airman certificate entitles you to the subscription of "Relative Wind." Please address Aeronautics Commission at any time you desire a change of address so that you will receive your subscription.

Garbage operations stopped


USDA has also notified Sky Chiefs managers at Los Angeles International Airport of its intent to withdraw approval of their garbage handling and disposal operation.

“Prior to any USDA approval means the operation as presently handled must stop,” said Harvey L. Ford, deputy administrator of USDA's Animal and Plant Health Inspection Service.

"The violations at Honolulu and New Orleans are such that even if the operations were approved, agricultural pests would be introduced. For this reason, we have had to shut them down immediately," Ford said.

“The actions are being taken because of repeated violations of federal regulations requiring the safe disposal of food and food wastes ensuring the United States on international flights.”

Agricultural inspectors at the two airports have reported violations within the last two weeks, said Ford.

Dobbs House and Sky Chiefs are entitled to hearings to respond to the allegations contained in the formal complaints and to show cause why USDA should not withdraw approval. Ford said. Such approval, contained in a compliance agreement between USDA and the operators, is necessary to handle and dispose of foreign-origin food and food waste.

Safe disposal under federal regulations must include sterilization, incineration or grinding garbage into an approved sewage system for disposal. Most of the violations involved removal of garbage to landfills, without sterilization or incineration.

FDA said. "Garbage can be, and in some countries has been, the source of diarrheal disease outbreaks and pest introductions," Ford said.

"In addition to African swine fever which we are almost certain was introduced by garbage from ships or planes, we are constantly concerned about many other pests whose means that can easily be carried in food, foreign souvenirs, cargoes and other materials," Ford said. USDA officials administer agricultural import regulations to prevent the entry of products containing pests, diseases. USDA inspectors are stationed at all 40 ports of entry.

The non-smoking' flight...

CHICAGO — The day may be approaching when you can select a non-smoking airline flight to your destination.

Airlines deregulation and the resulting competition may bring this about.

By point out in a editorial in American Medical News, the newspaper of the American Medical Association, there is another side to this coin. You may soon fly on planes designated "non-smoking" for use by non-smokers only. Deregulated airlines would be free to abolish existing no-smoking sections.

The AMA has sent a letter to the Civil Aeronautics Board, saying that it is concerned that total deregulation "could result in airlines actually recreating from the current standard of separating smokers from non-smokers.

Studies should be conducted, directly related to the health effects of passive smoke on passengers, the AMA said.

It is the most obvious, existing airline standards should be maintained. As an alternative, the AMA would favor a total ban on smoking in aircraft.

While competition may induce airlines flying popular routes to offer non-smoking flights, many air routes are only served by a single airline. James H. Simmons, M.D., executive vice-president and medical director of United Airlines, in a statement submitted to John Golden, director of the Federal Aviation Administration, said United's current policy is "to accommodate the needs of non-smokers and smokers on the same flight.

In 1979 the AMA further urged the CAB to ban cigar and pipe smoking on commercial aircraft, ban all smoking on all scheduled flights of one hour or less and on all small planes of less than 60 passengers, allow a smoking area on larger flights only after all non-smokers are accommodated, encourage establishment of both smoking and non-smoking flights, and ban cigarettes or partitions between smoking and non-smoking areas, he said.

The proposed rulemaking sets out two additional sites of non-smoking areas to be considered by the CAB in spite of their long-term view of smoking on board aircraft, that are on opposite ends of the smoking-non-smoking spectrum: banning of smoking, or an end to regulation entirely.

"In our view, a 'middle ground' would effectively serve the public interest pending completion of specific investigations into the quality of air in passenger cabins of aircraft by an independent organization," Dr. Simmons cited a number of scientific studies showing that non-smokers suffer ill effects from the smoke of those around them, particularly in confined spaces.

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The non-smoking flight...

Chicago — The day may be approaching when you can select a non-smoking airline flight to your destination.

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Glass cockpits demonstrated

FT. LAUDERDALE, FLORIDA — A new medium for presenting data to the pilot of a large aircraft has been introduced by Bendix General Aviation Division of the Paris Air Show. The Glass Cockpit refers to the complete presentation of attitude, navigation, weather, and other information within an all-electronic flight instrument using cathode ray tubes, CRT's, including the traditional array of mechanical instruments and gauges. The Bendix EFIS concept, Electronic Flight Instrumentation System, represents the latest advances in CRT application and digital technology. Included in the Paris exhibit is an operating instrument panel which demonstrates the almost unlimited display of engine performance and fuel data to the pilot of the general aviation pilot. "The Glass Cockpit," as featured by Bendix Electros, is being offered by Bendix General Aviation Division at the Paris Air Show.

The Bendix EFIS display provides the pilot with an instant readout of engine performance in the event of warning situation, such as engine failure. The Bendix ECAS signals the alert in flashing red on the attribute of the display. The displays present the pilot with high resolution viewing through a combination of raster scanning, similar to a regular TV presentation and stroke writing. With stroke writing, anything which could be drawn with pencil, for example, can be presented in sharp detail on the indicator. This includes symbols, alphabets or designs.

At least 13 vividly distinctive colors maintain their brilliance values throughout the entire brightness range to insure high resolution viewing. Bendix is preparing to market these advanced systems in the business and commuter fields and has begun extensive evaluation and flight testing of the EFIS-ECAS concepts. Field availability of the "Glass Cockpit" will be in the 18 to 24 month period.

The expanded instrument requirements of the new business aircraft fleet and the ability to better adapt to changing in-flight information requirements are distinct advantages of the EFIS-ECAS, "Glass Cockpit", system.

... Around the state

Maddock — Due to extreme soft runway conditions at the airport (83 inches of rain in the last 5 months), the center 25 ft. is the only remaining stable surface. The shoulders are very soft and must be avoided. Work is being done to reroute the airport lights.

Walhalla — needs runway markings to clear the roadway south of the airport. A row of 85' trees also start 13' laterally from the centerline at the north end of the runway. Possible wind turbulence may be experienced.

St. Thomas — has new runway surface built last year. Additional apron and a new hangar is being constructed presently. The crop spraying activity is heavy at this small eastern community.

West Fargo — will plan to expand the new airport in terms of apron and taxiway formation. This airport is located north of the community and they have been settling land zoning problems.

Reletta — is expanding the apron area and seal coating the runway. They have installed a wind lee and some earthwork to improve drainage problems near the hangar.

Bottineau — is hoping the passage of the new ADAP bill is soon. This would allow them an opportunity to reconstruct the airport runway and extend it to the southeast before the snow falls.

Ashley — may have turned out some land problems and are looking at a 19-90 runway development this year. They will also relocate some hangars and the beacon tower located too close to the runway edge.

Minto — Due to the heavy rains, the north end of the airport runway is flooded. The surf runway needs a crown and a ditch developed to drain the water from the area.

Mott — plans to seal runway cracks with a rubberized sealant. May also look at a seal coat for the runway since a highway project is nearby.

Reg for over water flights...

When a pilot is required to make emergency over-water equipment available to his passengers? If you answered, "Any time he flies over water", you are almost right. By regulations, a pilot (or operator) must provide life rafts, signaling devices, survival kits, etc., when carrying persons or property for compensation or hire on extended over-water flights. Federal Aviation Regulation Part 1 defines extended over-water with respect to airplaces an operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

The natural reaction of this point is to conclude that any flight not over 50 miles from shore does not require over-water equipment. However, Part 3, paragraph 3(b) (11) requires that an aircraft operated for hire beyond gliding distance from shore have approved flotation gear readily available to each occupant and at least one pyrotechnic signaling device.

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