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Bills aim to renew ADAP

By HAROLD VAVRA, DIRECTOR
North Dakota Aeronautics
Commission

Three bills have been introduced in the U.S. Congress aimed at renewing federal-aid for airports program commonly known as the ADAP program.

Senate Bill S.508 has had hearings and this past week was marked-up and amended by the Senate Aviation Subcommittee and reported out of both the Senate Aviation Subcommittee and the Senate Commerce, Science and Transportation Committee on April 29 with a due pass. Senate Bill S.508 deals with a five year renewal of the Act and does not include the tax structure, which will be handled separately by the Finance Committee of the Senate.

MAJOR AMENDMENTS TACKLED ON S. 508

S.508 in its original form authorized expenditures of \$3.225 billion over five years beginning in fiscal year 1981 which began on October 1, 1980 and through fiscal year 1985.

The new Administration also introduced House Bill, H.R. 2960 on March 31 which called for a six year renewal of the ADAP bill through fiscal year 1986 with a substantial reduction in the airport funding level.

The Majority party of the House of Representatives introduced House Bill, H.R. 2643 on March 19 calling for a five year renewal of ADAP with substantially increased funding level for airports.

The Senate Subcommittee on Aviation has made the most progress with its bill which is S.508. Amendments were made to S. 508 to be acceptable to the new Administration by reducing the authorized spending level from \$3.225 billion to a figure of \$2.250 billion during the next five years, a reduction of \$925 million or reduced by 30.23 percent and passed it out at the reduced level.

S.508 in its original form authorized an average annual expenditure for airport aid at about \$645 million. After being amended, the bill will authorize annual fiscal year expenditures of \$450 million, which was recommended by the new Administration.

S.508, as amended, can be best described as a frugal measure.

DEFEDERALIZATION OF 69 LARGE AIRPORTS

Senate S.508 will defederalize 69 large airports which enplane .25 percent or more of the nation's airline passengers. This includes a range from Chicago-O'Hare International with 22,370,594 passenger enplanements in 1979, to number 69 airport which is Spokane International which enplaned 881,483 passengers in that year. Defederalization means that airports falling in this category will receive no federal aid beginning in fiscal 1982.

The source of funds in all three bills is from the Aviation Trust Fund, which at the last reading had a \$4 billion

unobligated surplus from user taxes such as the ticket tax on airline passenger fares, federal taxes on aviation gasoline and jet motor fuel.

Senate amendments to S.508 on the request of the Administration increased the authorized expenditure for paying the FAA's operations and maintenance (including salaries of FAA overall operations) from \$2 billion during the five years to \$4 billion, which would come from the Aviation Trust Fund. Presently this money comes from the general fund of the U.S. Treasury.

NORTH DAKOTA AIR CARRIER AIRPORTS

North Dakota airports under S.508, which enplane more than 33,000 passengers annually (.01 percent or more of the national enplanements) at Bismarck, Fargo, Grand Forks and Minot would earn credits for airport improvements on the basis of a "Primary Airport" at the rate of \$.60 for each of the first 50,000 passengers

enplaned annually, and \$.40 for each of the next 50,000 passengers enplaned, and \$.20 for each of the next 400,000 passengers enplaned and \$.50 for each additional passenger. In the 1980 calendar year, Bismarck enplaned 174,361; Fargo 179,564; Grand Forks 81,079 and Minot 59,189 passengers. These four airports under S.508 could draw additional federal aid funds from the Secretary of Transportation's discretionary fund for airport improvements.

NORTH DAKOTA SMALL AIRLINE AIRPORTS

Senate Bill S.508 provides that small airline airports which enplane at least 2,500 passengers but do not exceed 33,000 passengers annually will earn \$150,000 federal-aid funds for airport improvements plus discretionary funds based on the priority of the project. North Dakota airports qualifying for this category at present are Devils Lake, Jamestown and Williston. Dickinson will also qualify if

its enplanements reach 2,500 annually. Dickinson first got service from Big Sky Airlines on August 15, 1980.

GENERAL AVIATION AIRPORTS—FEDERAL AID

General aviation airports in North Dakota may qualify if they are listed on the National Airport System Plan, but the federal funding level will be constrained under the amendment to S.508.

S.508, as amended authorizes a flat amount of \$54 million for a nationwide program for general aviation airport improvements with apportionment of these monies to individual states based on area and population. The sum of \$545 million authorized, is on an annual fiscal year basis with the same amount authorized for each of the fiscal years, 1981, 1982, 1983, 1984 and 1985. In addition general aviation airports may obtain limited additional discretionary funds from the Secretary of Transportation (DOT); on projects which the Secretary considers appropriate. The identical authorized funding level for each of the five years does not take into account any inflationary construction cost increases.

AMOUNTS FOR N.D. GENERAL AVIATION AIRPORTS

Out of the \$54 million authorized nationally each year, the State of North Dakota could be apportioned (based on area and population) about \$600,000 in each of five fiscal years for general aviation airport improvements, and in addition some discretionary funds.

It must be remembered that S.508 is a lid on the maximum spending level for each fiscal year and is not an appropriation. It is necessary for Congress to actually appropriate monies for each fiscal year in a separate appropriation bill to make any federal money available. The 1980 Congress appropriated funds to the FAA for federal-aid to airports, but in the absence of an authorization law, such as S.508, none can be spent. This appropriation began October 1, 1980 and is valid until October 1, 1981 for fiscal year 1981.

Under these circumstances, if Congress enacts into law S.508 by August, 1981, then the airports in each state that have federal-aid projects must obtain a grant-agreement with the FAA for a project before October 1, 1981, otherwise after September 30th, the appropriation will have expired for the first fiscal year.

In comparison under the old ADAP airport law, which expired on October 1, 1980, during the 1980 fiscal year, the State of North Dakota was apportioned \$582,781. for general aviation airport improvements based on a total nationwide appropriation of \$52,500,000. for these projects.

Senate Bill S.508, before the Administration amendments, authorized the following amounts for general

Continued On Next Page

New 'plane' for Wings



From left, Johnson M. (Jack) Taylor, Board Member, Wings of Hope; Mrs. Zack Chajet, wife of the Honduran Consul in Denver; and Mrs. Ed Mack (Cathy) Miller, at the dedication of the Ed Mack Miller Memorial Airplane in Denver.

The Ed Mack Miller Memorial Airplane, a brand-new Cessna 206, has become the latest addition to the Wings of Hope international fleet.

Purchased with contributions from many of his friends, from United Airlines, and with a special gift from Margaretha C. Jordan of St. Louis, the airplane is dedicated to the memory of Ed Mack Miller, a noted Denver pilot and aviation writer who died in 1977. Miller's aviation career, which spanned more than half of the history of powered flight, included service as a Boeing 747 Flight Instructor for United Airlines and volunteer services for Wings of Hope in Central America. At the time of his death he was Wings of Hope's Deputy Director of Flight Operations.

Wings of Hope is a St. Louis-based non-profit, non-sectarian charitable organization which helps provide air transportation and radio communication services to field medical personnel, development programs, missionaries, and others working for human betterment in some of the world's most isolated areas.

The Ed Mack Miller Airplane is a single-engine six-passenger utility model that is specially equipped with short-takeoff-and-landing modifications to allow operation from primitive jungle runways. Following dedication services in Denver, it was ferried to Central America by Wings of Hope volunteer pilots for humanitarian service in Honduras.

37% General Aviation slash

From Page One

aviation airports:	
Fiscal Year 1981	\$75 million
Fiscal year 1982	\$80 million
Fiscal year 1983	\$85 million
Fiscal year 1984	\$90 million
Fiscal Year 1985	\$95 million

The total cuts amounted to about 37 percent.

RELATIVE WIND

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FEDERAL SHARE OF PROJECTS

Under S.508, the federal share of all airport projects at airports the size of both air-carrier and general aviation airports in North Dakota shall not exceed 90 percent for everything but terminal buildings.

FEDERAL SHARE OF TERMINAL BUILDINGS

Senate S.508 provides that Federal-aid funds for terminal buildings shall not exceed 50 percent of an airport terminal development, providing first that all safety equipment required for certification has been acquired and all necessary security equipment in place.

The Bill further provides at Primary airports such as the size of Bismarck, Fargo, Grand Forks and Minot, that no more than 60 percent of the enplanement funds earned by such airport for any fiscal year may be obligated for project costs for terminal development. The bill provides that commercial service airports, which are not Primary airports, such as those that enplane between 2,500 and about 33,000 passengers which includes Devils Lake, Jamestown, Williston and Dickinson (if it meets 2,500 enplanements), may not expend more than \$200,000 of the sums apportioned to such airport for each fiscal year.

The bill conditions all federal-aid for terminal development to provide that such aid only applies to nonrevenue producing public-use areas if such project cost is directly related to the

movement of passengers and baggage in air commerce within the boundaries of the airport, but not limited to, vehicles for the movement of passengers between terminal facilities or between terminal facilities and aircraft.

Projects not allowed are the cost of construction of that part of an airport intended for use as a public parking facility for passenger automobiles. Also not allowed is the cost of construction of a hangar. Also eligible are multi-modal terminal development.

HEAD OR BOARDING TAX AT AIRPORTS DEFEDERALIZED

Senate Bill S.508 provides that airports defederalized, or ones receiving no federal-aid funds (69 largest airports in nation), may impose head or boarding taxes on enplaning passengers. All tax revenue generated from this source must be used for capital improvements at such airports. The bill provides that the Civil Aeronautics Board (CAB) is charged with coming up with a means of collecting such taxes and a uniform method of charges within 120 days after enactment of the bill.

AIRLINE TICKET TAX AND AVIATION FUEL TAXES

The Senate Commerce, Science and Transportation Committee recommended to the Senate Finance Committee that:

1. The airline passenger ticket tax be reduced from 5 to 4 percent of the cost of airline ticket-fare.
 2. Aviation gasoline tax be increased from its present 4 cents to 10 cents per gallon during 1981 through 1983 and be further increased to 12 cents per gallon in fiscal year 1984 through 1985.
 3. Jet fuel tax be set at 15 cents per gallon for the next three years rising to 18 cents per gallon in 1984 through 1985. (At present there is "0" federal tax on jet fuel).
- The administration originally requested that the aviation gasoline tax be increased to 36 cents per gallon and the jet fuel tax to 65 cents per gallon by 1985.

BLOCK GRANTS TO STATES AUTHORIZED

Senate Bill S.508 provides under certain conditions that the Secretary of Department of Transportation may block grant all of a State's apportionment of federal-aid to airports for general aviation and small air-

carrier airports in accordance with regulations adopted by the Secretary of the DOT, to a State Aviation Agency or Aeronautics Commission, provided that:

1. The State Aviation Agency or Aeronautics Commission has adopted a State airport system plan.
2. The State Aviation Agency submits an annual improvement plan consistent with the State's airport system plan.
3. It will administer the distribution of airport block grants in accordance with the annual plan.
4. It has given notice to sponsors of those airports located within the State which would be eligible to receive assistance from the State Aviation Agency.
5. The State has, through appropriate legislative action, agreed to participate in the block-grant program under the Act of Congress, and agrees to have responsibility for administering the program and to obligate state funds for airport development in an amount of at least 10 percent of the amount of federal block-grant funds awarded to such state.

Under the federal block-grant program to the State Aeronautics Commission, provided for in S.508, the North Dakota Primary Airports at Bismarck, Fargo, Grand Forks and Minot would not be involved with State Administration of block-grants to airports. Under the terms of the bill all general aviation federal-aid funds and federal-aid to small air carrier airports at Devils Lake, Dickinson, Jamestown and Williston could come under the guidelines for administration of block-grants handled through the North Dakota Aeronautics Commission.

Senate Bill S.508, according to the Chairman of the Senate Aviation Subcommittee, in its final form adopted by the Committee, has been reviewed by the new Administration and it will support the amended bill including the Committee's reduction of the aviation gasoline and jet motor fuel taxes from the level initially sought by the administration.

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3 Aircraft mishaps reported

Three aircraft accidents occurred in North Dakota during February and March. This total includes one fatal accident resulting in one fatality.

Weather played a part in one accident when the itinerant pilot departed on a long VFR cross-country flight with marginal weather conditions and freezing rain in the area. Shortly after takeoff, the aircraft encountered freezing rain and quickly accumulated more ice than it could carry. While following a road at low altitude, it struck a powerline and crashed. Fortunately, no serious injuries resulted.

Another pilot, attempting to land on a gravel road with a crosswind, lost

The Accident Box	
Accidents in North Dakota	
Feb.-Mar. 1981	
Accidents	3
Fatal Accidents	1
Fatalities	1

directional control and went into the roadside ditch. Prior to coming to a complete halt, the aircraft overturned, resulting in substantial damage.

The fatal accident involved a midair collision in the traffic pattern between

two training aircraft. One aircraft was flying an upwind leg over the runway as directed by the Air Traffic Control tower. The other aircraft, after a touch and go landing, climbed straight out and into the aircraft overhead. It is not known if either pilot could have seen the other aircraft.

Midair Collisions

A recent midair collision at Ft. Lauderdale, Florida was quite similar to the one occurring in North Dakota. A single-engine airplane taking off on a touch-and-go was struck by a twin that proceeded straight along the runway during a go-around. This frequently is

done by larger aircraft while lighter, more maneuverable aircraft usually shift to the right of the runway so the pilot can watch for takeoff traffic.

It is recommended that, regardless of the size or shape of aircraft being flown, when flying an upwind leg or on a go-around, move the flight path to the right side of the runway so the pilot, sitting on the left, can see what's happening along the runway. Don't place yourself in a position from which you cannot "see and avoid!"

Engineering offices will remain open

The North Dakota Aeronautics Commission has been told by Senator Mark Andrews that the FAA will not close its engineering field offices at Bismarck, N.D. and Helena, Montana.

Senator Andrews (R) from North Dakota, Chairman of the Senate Transportation Appropriations Subcommittee said he stiffly protested the FAA Rocky Mountain Region's proposal to shut down both the Bismarck and Helena offices and transfer their services and personnel to the Denver Regional Office of the FAA.

Senator Andrews said that the Secretary of Transportation, Drew Lewis has assured him that the FAA Rocky Mountain Region's shut-down proposal of these offices will not happen.

The Bismarck Airport Field Office with two engineers and a secretary handles airport development and construction projects in North Dakota and prior to February 1 in South Dakota, while the Helena facility serves all of Montana and prior to February 1, northern Wyoming.

Senator Andrews said the additional costs for airport managers and planning engineers to fly to Denver for meetings with FAA airport personnel would cost more than the savings from the proposed consolidation of all engineering personnel in the FAA Denver Regional Office.

Senator Andrews said of the 201 active airport projects in the six-state

Rocky Mountain region of North and South Dakota, Montana, Colorado, Utah and Wyoming, more than half were handled out of the Bismarck and Helena offices in the past year.

The FAA Rocky Mountain Region, Denver, first proposed closing the Bismarck and Helena FAA Airport Field Offices in October last year. In November Carl Bailey, Chief of the FAA Appraisal Staff, Denver held a public hearing with airport managers in the Bismarck offices of the North Dakota Aeronautics Commission to make a study of the Rocky Mountain Region's proposal to close the two offices. In March 1981, Carl Bailey delivered a 15 page evaluation study report recommending closure of both the Bismarck and Helena FAA Airport Field Offices. On March 27 Walter Barbo, Chief of the FAA Airport Division of the Denver Rocky Mountain Region held a public meeting in Bismarck with the Director of the N.D. Aeronautics Commission, airport managers and consulting engineers to give his explanation of the Carl Bailey report recommending closure of both offices.

Following this meeting, the Aeronautics Commission, airport managers, consulting engineers, and the N.D. Aviation Associated voted to ask the North Dakota Congressional Delegation to do everything within their power to prevent closure of the Bismarck and Helena FAA Airport Field Offices.

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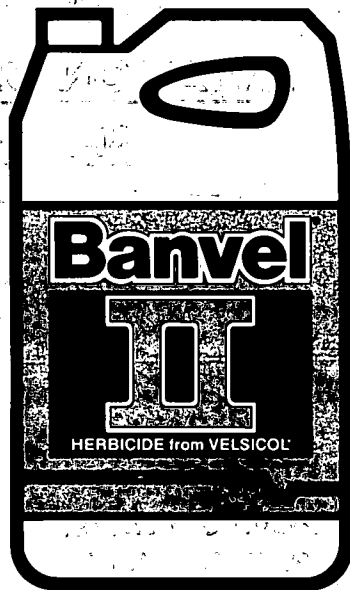
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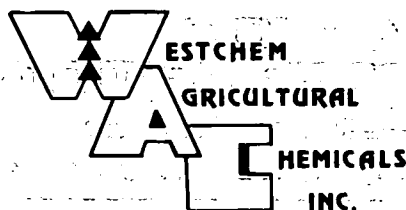
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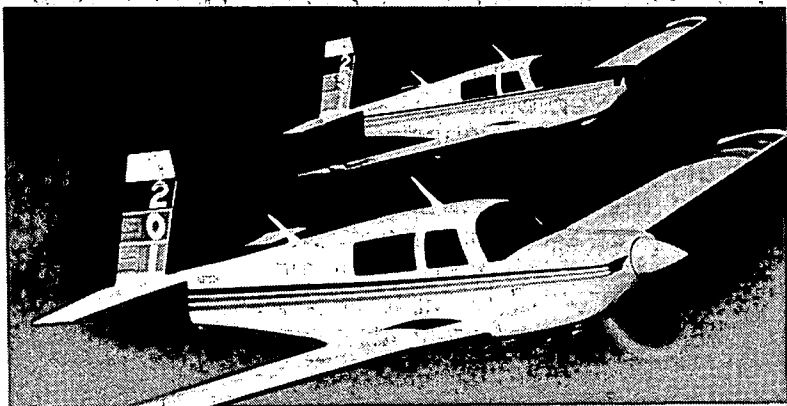
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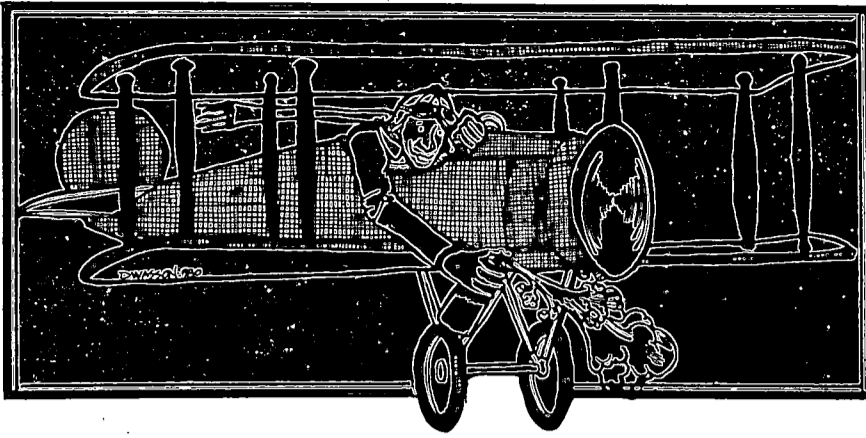
By Nancy Erickson Johnson

Maximum control of weeds in sugar beets is one goal sought by nearly every grower. But untimely rain or temperatures can shorten the amount of time available to make chemical applications.

Timeliness of application is often a critical factor in the success of the product used, and the weather can throw off that timing. Getting around some of the weather-related problems to insure proper timing of application while maintaining a reasonable cost is the objective of a study slated for the coming growing season.

Nor-Am Agricultural Products, Inc., manufacturers of Betanex and Betanal, will be cooperating with North Dakota State University Extension Weed Specialist Alan Dexter in a project to study the aerial application of those chemicals. Nor-Am Sales Representative Larry Sing, Hillsboro, is working with Dexter on the project.

Betanex and Betanal have been labeled for aerial application for the past two growing seasons, Sing explained. However, the labeled rate for that application is three quarters of



chemical per acre, with a cost of \$33-36. Most growers have found this cost prohibitive compared to the ground application cost. Nearly all growers band-spray these chemicals in a seven-inch band at the leveled rate of quart. This means the application cost of the chemical is \$11-13.

Some growers, on their own, have tested aerial application of Betanex and Betanal at one-half to two-thirds the labeled rate. Growers report success with this less costly ap-

plication, so Nor-Am hopes the testing with NDSU at the Paul Gorder farm near Galchutt, N.D. will make re-labeling possible.

Reduced rates with aerial application would move the cost to about \$20 per acre and make a time management tool available to growers, Sing said. For growers with a lot of acreage to cover "they can be working for two weeks from four in the afternoon to midnight. They could cover the same ground in a couple of days

with aerial application."

But, the current recommendation for aerial application is still the labeled rate, Sing emphasized. In another year, Nor-Am hopes to have more precise recommendations and possibly a different label for aerial application.

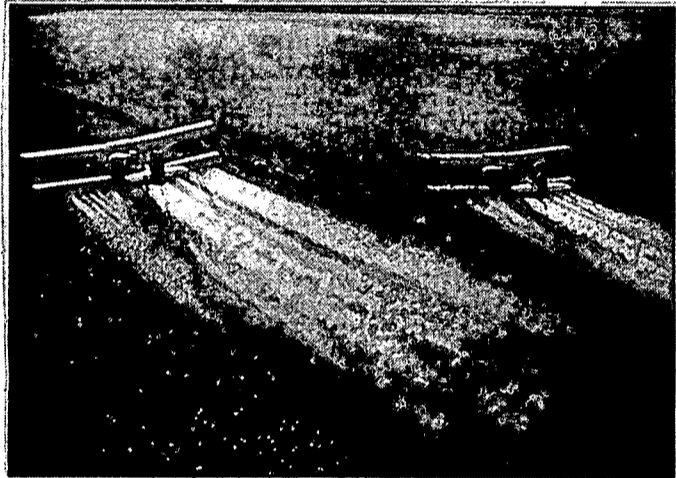
Sing said the test plot on the Gorder farm is 80 acres. In this plot, 16 different tests will be conducted, using two levels of water several strengths of chemical and different times of application.

Another angle the re-labeling might offer growers is the idea of split applications, one on the ground with one-half rate, and the other one-half rate later by air. "This is a possibility, depending on the amount of data we gather."

Proper application timing, up to the four-leaf stage in the weeds, will also help prevent the salvage situations where weeds have reduced yields.

Sing said his recommendation for the 1981 growing season is using the lowest label rate. "There isn't any time that growers should go over the lowest labeled rate, which is four and one-half pints."

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No other effects of "Microlon" were evaluated — including any claimed improvements in engine performance. To be "approved," Microlon would have to show full compliance with the Federal Aviation Regulations and other test guidelines.

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Now results can be measured

By Fred Causley

STILLWATER — A good spray plane, complete with applying equipment can cost in the neighborhood of \$100,000, yet there has been practically no technology to measure the effectiveness of their applications — until now.

Oklahoma State University agricultural engineer Larry Roth recognized the need for such technology about three years ago and set out to find a better way to measure deposition patterns made by aerial application.

The result? He and his associates can now hand a pilot a chart showing the high and low areas of material deposition within as little as five minutes following a test application. Results such as this used to take days and even weeks to obtain.

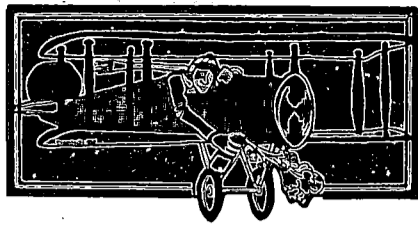
"Here is a highly technical industry — agricultural spraying and agricultural chemicals — but the effectiveness of the spraying systems has been left to the applicators themselves," Roth said.

"I don't mean to sell these people short. They've been working with their own devices, and with no technology. They have had to use their imagination and ingenuity, and under the circumstances, have done a very good job."

Realizing the need for technology was only the first part of the challenge facing Roth and his associates. They initiated an Oklahoma Agricultural Experiment Station project, which was later partially funded by NASA, and set out to design something that would work.

Ruth said it was apparent that even if their research turned up something right away, the time lag between its development and marketing could be as much as five to 10 years. What was needed was a quick way to help — such as evaluating equipment already on existing aircraft.

"This meant we would need a rapid analysis device," Roth said. "It would have to have a very short turn-around time. Current research methods in-



volve using cards placed on the ground, which are sprayed by the plane, collected and taken to the lab. It can require as long as a week to obtain results from the gathered data using this method."

Working with both granular and liquid aerial applications in mind, Roth and his associates built a device 80 feet long that is placed perpendicular to the path of the spray plane. It contains metal bins to catch granules, and has a holder mounted front and back along the top of the bins. One holds a white paper tape and one a clear 35 mm film strip.

Using red fluorescent dye, the white paper provides, rapid readings of a spray dispersal pattern for immediate adjustment of the spray nozzles. The film is saved for laboratory examinations at a later date that reveal exactly how much spray was hitting a given area.

Roth calls the device a "Rapid Distribution Pattern Evaluation System." The device can be sectioned into four parts and is mounted on wheels for easy transport to the next airport or field.

The researchers set up a given location and aerial applicators fly to the site to check the patterns of their aircraft. In this manner, pilots get their spray performance improved and the researchers get a larger number of aircraft for data analysis. To date, they have held fly-ins in Oklahoma, Texas, Kansas, Illinois and Arizona.

Kansas State University recently joined in Roth's efforts, supplying the talents of extension agricultural engineer Dennis Kuhlman. As OSU instruments read the strips of sprayed paper, the data is fed into a portable computer. Kuhlman has adapted to Roth's system. Moments later, he can show each pilot a computer-

projected image of his plane's deposition pattern.

Roth and Kuhlman plan to continue refining the device until they determine its optimum efficiency. They currently are working to install microwave position detectors to record the forward speed of each plane, and from that, be able to recommend the best flying speed for uniform material deposition.

"We have stirred a lot of interest in the application industry and I hope to see an increasing interest in the agricultural aircraft industry," Roth said.

"To date, only one company, Eagle Aircraft out of Boise, Idaho, has actually sent a plane down to be evaluated. We did a study on a new type of aircraft they produced. We learned right away that they had spray nozzles too near the wingtips, where a vortex keeps spray airborne longer. I hope that when other companies see some positive results like this, they will also become interested."

Over 100 spray planes came

to fly-ins for evaluation this past summer. They have provided a lot of positive feedback, primarily concerning the improvement of their spraying performance in the fields.

The first benefactors from such an effort are going to be farmers, but any one concerned with chemical drift should benefit. Chemicals cost money, and when they can be held to the crop they are intended for, it means a rein on production costs, which ultimately benefits the consumer.

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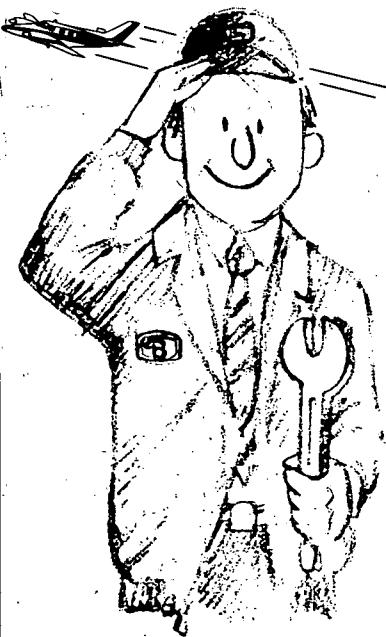
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Big Sky inaugurates new flight schedules June 15-30

On June 15, Big Sky Airlines will inaugurate two round trips daily between Bismarck-Jamestown and Minneapolis-St. Paul with a combination of Handley Page 15 passenger Jet Streams and 17 passenger Swearingen Metroliners. In April, the Civil Aeronautics Board approved Big Sky Airlines' proposal to replace Air Wisconsin between Bismarck-Jamestown and Minneapolis with a start-up date of June 15.

Harold G. Vavra, Bismarck, Director of the State Aeronautics Commission, as well as Jamestown and Big Sky Airlines' officials plan to be passengers on the morning inaugural flight on June 15 between Jamestown and Minneapolis and return.

Big Sky will offer Jamestown well timed flights to Minneapolis and return with daily departures from Jamestown at 7:30 a.m. and 3:45 p.m. and arrivals non-stop to Minneapolis at 8:50 a.m. and 5:05 p.m. daily.

Return non-stop flights from Minneapolis to Jamestown will depart Minneapolis at 9:15 a.m. and 5:35 p.m. with arrivals at Jamestown at 10:40 a.m. and 7:00 p.m. daily.

Jamestown for the first time will have early morning departures to both Minneapolis and to Bismarck. At Bismarck Big Sky Airlines will connect Jamestown passengers with Frontier Airlines early morning departure to Denver with an arrival in Denver at 7:40 a.m. MDT. Big Sky will also connect Jamestown passengers at Bismarck with Northwest Airlines' west-bound flight to Billings, Spokane, Seattle and Portland with arrivals in Spokane at 11:34 a.m., Seattle at 12:59 p.m. and Portland at 12:59 p.m. PDT.

Big Sky flight schedules between Jamestown and Bismarck are: Leave Jamestown at 6:00 a.m. (airplane overnights at Jamestown), arrive Bismarck at 6:28 a.m., which connects with Frontier Airlines at Bismarck non-stop to Denver, and with connections on Northwest Airlines to the west coast. Leave Jamestown at 10:55 a.m. and arrive Bismarck at 11:23 a.m. which connects with Frontier Airlines to Rapid City and Denver.

Leave Bismarck at 6:45 a.m. and arrive Jamestown at 7:12 a.m. and continue on to Minneapolis. Leave Bismarck at 3:05 p.m., arrive Jamestown at 3:32 p.m., with the flight continuing

to Minneapolis.

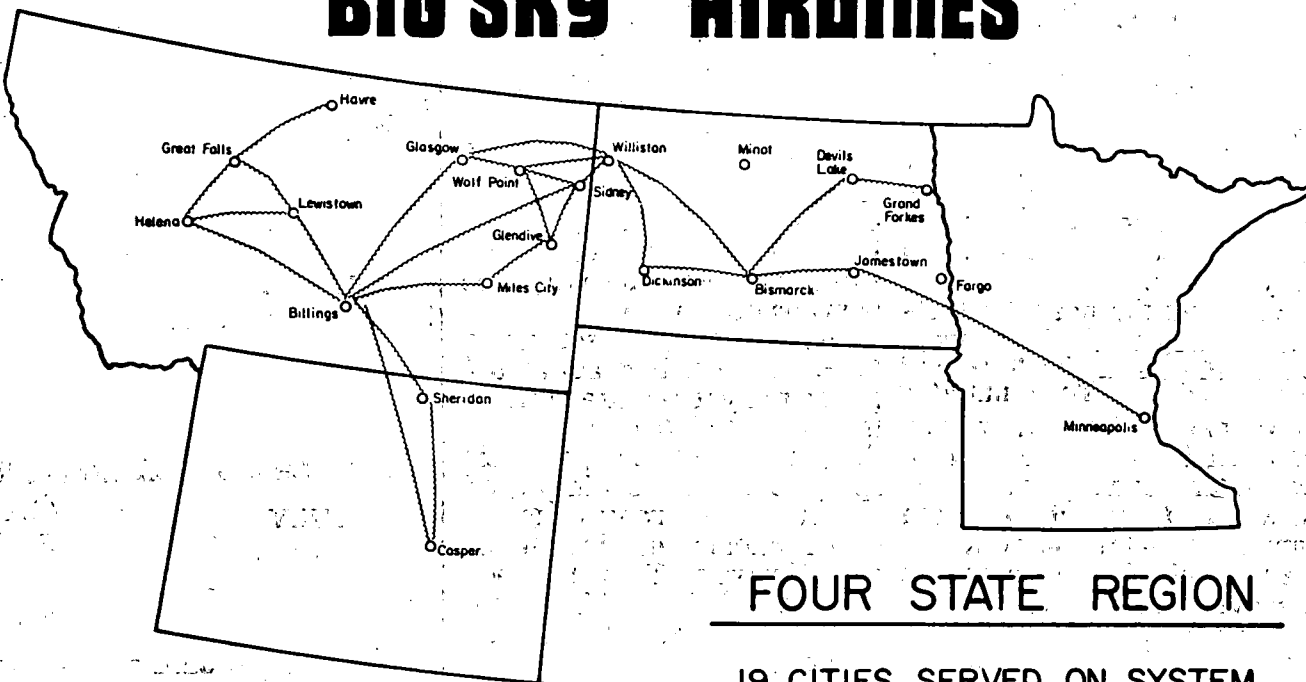
The Big Sky Airlines' afternoon flight from Bismarck to Jamestown receives Jamestown connecting passengers at Bismarck from Frontier Airlines from Denver and from Northwest Airlines from Seattle, Portland, Spokane and Billings, Montana.

Special Fares

Big Sky Airlines, according to Dan Finley, Billings, Director of Planning, will offer special introductory passenger fares between Jamestown and Minneapolis at 33 1/3 percent fare reduction below air coach fares for 25 percent of the airplane seating capacity on the basis that the reduced fare for the first reservations until the limited number of seats are sold on each flight.

The reduced passenger fare between Jamestown and Minneapolis is set at \$73.00 one-way including federal tax. In comparison, the one-way standard air coach fare on either Northwest or Republic Airlines between Fargo and Minneapolis is \$79.00. The standard air coach fare on either Northwest or Republic Airlines between Bismarck and Minneapolis is \$112.00.

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*NOTE: BISMARCK - JAMESTOWN - MINNEAPOLIS SERVICE EFFECTIVE JUNE 15

Big Sky's network of routes can be easily traced on this map. The new service provides needed routes for western North Dakota.

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Heavy thinkers?



General aviation around the state

HEBRON — has received No. 12 wire from the Aeronautics Commission to use for runway light installation. The Commission has several spools (40 or 60 strand wire) available to the public-use airports.

WATFORD CITY — is considering the idea to realign the runway to 4400' in length. A high butte to the SE of the airport restricts the expansion of the runway. A heliport is in design stages also.

WISHEK — has abandoned a 1000' portion of their runway. This was necessary since they are realigning and regarding a new strip. The length remaining is only 1800' and there will be no runway lights until the new runway is activated.

ASHLEY — plans to reposition the beacon tower away from the west runway end. They will purchase a new energy efficient beacon and install. The tower was located adjacent to the runway edge and was a hazard.

CROSBY — is reviewing plans to extend the runway to the NW. They have 2850' but are below basic minimum length for a runway at their elevation.

BEACH — has issued opposition to a possible 100' tower location NW of the airport. All Airport Authorities should be aware of what is going on around their airport. You must protect the approaches to your runway or it will lose its accessibility of the larger aircraft.

ROLETTE — will sand seal coat the runway this spring. The cracks will and must be filled before any new surface to a runway can be placed. The job was coordinated with a local project to reduce the Authority's cost.

TOWNER — has insured that its southern approach is not restricted by analyzing the clear zone minimums. Plans were to regulate the new tree shelter-belt positioning of a neighboring farmer.

HAZEN — has plans to improve their airport but nothing definite has been designed. They will install fuel tanks and pumps for av-gas on the airport in the near future.

PLAZA — will be having a free pancake & sausage Fly-in Breakfast for all pilots at the airport on Monday, July 20th. Motorized glider demonstrations will entertain during the feast.

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'Profitable results' reported

Terry Marshall, Billings, President of Big Sky Airlines (a public corporation listed on the Pacific Stock Exchange), reported that the airline achieved profitable operating results for the three months ending March 31, 1981. The chief executive of the 2½ year old airline reported for the three months ending March 31, 1981, operating revenues of \$1,677,077, an increase of 228 percent over \$508,284 of the same quarter last year. Operating earnings in the quarter were \$162,249 compared with an operating loss of \$346,531 in the first three months last year. Net earnings after deduction of interest expense on outstanding debt of \$137,761 from the operating earnings left a net profit of \$45,060 during the quarter compared with a net loss of \$358,981 during last year's same quarter.

Earnings per share were 2 cents compared with a loss of 21 cents per share of common stock in last year's quarter.

Marshall reported nine months revenues (July 1, 1980 through March 31, 1981) climbed dramatically to \$4,638,783 from \$1,589,471 in the prior nine months. Operating earnings in the last nine months were \$237,502 compared to an operating loss of \$919,471 a year ago. Net earnings, after interest expense, showed a loss of \$38,090 compared with a loss of \$1,034,994, after interest expense, in the same nine month period a year ago.

During the nine month period between July 1, 1980 and March 31, 1981, Big Sky Airlines had the start-up expense of inaugurating service to Bismarck, Dickinson, Williston, Devils Lake and Grand Forks, North Dakota and Montana cities of Wolf Point, Glasgow, Havre, Lewistown, Miles City, Glendive, and Sidney, Montana

and Sheridan, Wyoming.

Turn Around is Gratifying

The turn around in Big Sky's performance is most gratifying, Marshall said and the "outlook appears promising."

Passenger revenues continue to climb, Marshall added, and the number of air freight shipments

continues to increase. Passenger traffic showed an increase of 92 percent to 15,451 in the March quarter versus 8,041 passengers a year earlier. Air freight from extremely low levels of a year ago has grown rapidly, reaching 212,979 pounds for the March quarter and 531,219 pounds for the last nine months.

Marshall also cited expanded service to Devils Lake and Grand Forks (start-up January 15) as a factor in Big Sky's fine quarter ending March 31 and revenue contributed from non-operating sources.

Marshall said Big Sky is optimistic about the future and he projects continued profitable growth. Service linking Bismarck, Jamestown and Minneapolis will be inaugurated on June 15.

Big Sky's money savers

Effective immediately Big Sky Airlines has put into effect money saver passenger fares at Bismarck, Devils Lake, Dickinson, Grand Forks and Williston, according to Dan Finley, Director of Planning and Schedules for the airline.

Big Sky's special reduced passenger fares are 33 1/3 percent below air coach fares on a limited number of seats daily on most flights, Finley said.

Special reduced one-way passenger fares between North Dakota city pairs, including federal tax are:

Between:	
Bismarck and Devils Lake	\$35.00
Bismarck and Grand Forks	42.00
Bismarck and Dickinson	30.00
Bismarck and Williston	53.00
Dickinson and Williston	40.00
Dickinson and	

Grand Forks	67.00
Williston and Grand Forks	71.00
Williston and Devils Lake	\$60.00
Effective June 15 upon the inauguration of air service between Jamestown and Minneapolis - \$73.00 including tax.	

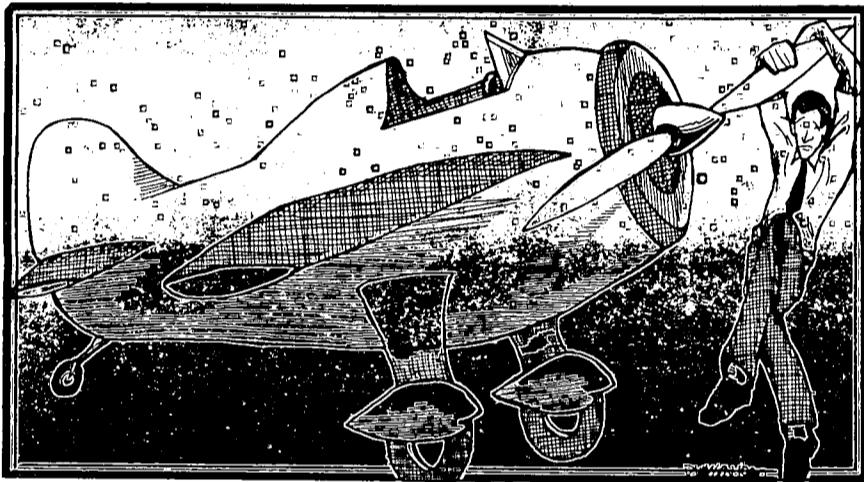
Finley said that on most flights about 25 percent of the seating capacity on weekdays and 35 percent of the seats on weekends will be sold at the reduced fare on the basis of first reservations will get the reduced rate until the limited number of seats are sold out.

Effective April 26, Big Sky Airlines increased its service between Bismarck-Devils Lake and Grand Forks to two round trips daily. Up until April 26, Big Sky had provided this route with one round trip Sunday through Monday.

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FAA has recently received reports of vandalism occurring to aircraft parked outside. This is a very serious matter in that a serious accident could result if not detected prior to flight. FAA emphasizes that your aircraft be secured to the maximum extent possible when leaving it unattended, and that a complete and thorough preflight be conducted prior to any flight. It only takes a matter of seconds to cause substantial damage to an aircraft.



When you cross the border

Many pilots who plan fishing, business trips or whatever to Canada, must understand customs regulations. A guideline called "U.S. Custom Guide for Private Flyers" is available by writing the local Customs Station. It is published by the Department of the Treasury, U.S. Customs Service, Washington, D.C. 20229.

A pilot must always file a flight plan when flying to or from Canada. A one-hour prior notice must be given to the Customs Station by either phoning the Customs Station yourself or through the FSS. Some stations require actual verbal permission to be granted before landing and may have a uniform to converse with. The violation fees and overtime charges are substantial, so educating the pilot to the border crossing procedures is worthwhile. Other than financial reasons, the prior notice can also be a time savings, so you do not have to wait an hour or so before your plane can be inspected.

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