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RELATIVE WIND

The Official Publication Of
The North Dakota Aviation
Association And Carrying The
Official News Of The North
Dakota Aeronautics Commission.



Vol. 2 - No. 7

March 1981

Wahpeton, ND 58075

Bill in N.D. Legislature aimed at aerial applicators

House Bill No. 1388 was introduced in the N.D. House of Representatives which would require all aerial applicators to have insurance or to post bond of \$300,000 for crop damage, as a condition of getting a state license from the Aeronautics Commission to engage in aerial spraying in North Dakota. The bill was heard before the House Agriculture Committee on January 30th.

The bill was introduced by Rep. Jim Brokaw, Forbes, N.D. (representing LaMoure, Logan and part of Dickey County) and Rep. John Crabtree, Ellendale (representing Sargent and part of Dickey Counties).

Testifying in opposition to the bill were Bill Beeks, Washburn, Legislative representative of the N.D. Aviation Association, Harold Vavra, Director of the State Aeronautics Commission, Warren Walkinshaw, Argusville, Lawrence Knoke, Manager of the Devils Lake Municipal Airport and Palmer Foss, Devils Lake of Foss and Meier Flight Service.

Darrel K. Woodworth, an aerial applicator from Bismarck filed a written statement with the Committee in opposition to House Bill 1388 in which he listed 21 farmer customers by name from Burleigh, Emmons, Morton and Oliver Counties, who were opposed to the bill because of added costs to the farmer.

Woodworth in his statement pointed out that in 1979 we had an infestation of army worms in many crops in his area. He stated that he was unable to do all the work in time to keep the

damage to a minimum, but he called in three other airplanes to help out. Woodworth said that if this bill passes it will destroy many operators fleets of aircraft just through added costs. In return, when infestations like the one in 1979 would occur, we would be without the ability to control these problems.

Harold Vavra, director of the State Aeronautics Commission told the House Agriculture Committee that the bill as written was not clear as to what exactly was to be insured. Vavra said he assumed from the testimony given by the supporters of the bill that it was evident that they intended the bill to cover chemical drift damage to crops. Vavra concluded that House Bill 1388 was improperly drafted to accomplish what the sponsors intended.

Vavra told the Agriculture Committee of the House that there is no other state in the U.S. that requires such a magnitude of \$300,000 in chemical drift insurance for aerial applicators. Vavra said that several aircraft insurance companies in Minneapolis and St. Louis estimated that comprehensive chemical drift insurance of \$300,000 with no deductible type of policy would cost up to \$6,000 per aircraft or helicopter per year or with \$1,000 deductible, the cost would be about \$3,500 per aircraft per year used for aerial spraying.

Vavra testified that in 1980, the Aeronautics Commission licensed 304 aircraft and

helicopters to persons engaged in aerial spraying in North Dakota, and that this fleet or aircraft sprayed 2,100,000 acres of cropland. The average total acres aerial sprayed per aircraft in 1980 was 6,908 acres.

Vavra estimated that the added cost of \$300,000 comprehensive chemical drift insurance with no deductible for 304 aircraft and helicopters would be about \$1,824,000, or an added cost to the farmer of 87¢ per acre aerial sprayed.

The cost of \$300,000 chemical drift insurance with \$1,000 deductible for 304 aircraft and helicopters would be about \$1,064,000 annually, or an added cost to the farmer of about 51¢ per acre.

Because mandatory insurance would be a front-end cost regardless of the acres sprayed in any one year, Vavra said charges of between \$3,500 and \$6,000 per aircraft would force half of the aerial applicators out of business in North Dakota.

In his concluding Statement before the Committee, Vavra said the present North Dakota state laws and the Rules and Regulations of the North Dakota Aeronautics Commission relating to aerial applicators are working and can-

not be improved in House Bill 1388.

That House Bill 1388 is a bad bill for both the aerial applicator and for the overall farm economy of North Dakota.

Sponsor Withdraws Bill

On the following Thursday, on February 5th, the sponsor, Representative Jim Brokaw, Forbes, announced that he was withdrawing House Bill 1388, which was done the following day.

Pesticide Study

Resolution Introduced

On Friday, February 13, Representative Jim Brokaw and John Crabtree introduced in the House of Representatives House Concurrent Resolution HCR-3054 which Directs the Interim Legislative Council to study pesticide application and report its findings to the 1983 Session of the N.D. Legislature.

Resolution HCR-3054 was referred to the House of Representatives Agriculture Committee for its consideration. The contents of this new resolution are unknown, since it will be printed shortly. The House Agriculture Committee meets on February 19 and 20th in the morning and could consider the Resolution HCR-3054 on those two days.

Sen. Russ Thane, Wahpeton

Address to NDAA convo Jan. 22

Although all of you have aviation as your special interest, I am sure you are also concerned about what is taking place in our state. You are also concerned about what is taking place in the capitol this legislative session. Someone else, I am sure, will update you on the several bills and resolutions that directly concern the aviation sector of the state. I can assure you we will give this legislation fair treatment.

North Dakota and its 652,000 citizens are entering into an era of change and opportunity. I am convinced that in the next two decades we will witness changes in our lives and our economy that will dwarf anything we have experienced in the lives of any of us here today. North Dakota will be the envy of the rest of the nation because we have the ingredients necessary to make it happen. Our vast reserves of



Russ Thane

coal and undiscovered oil and gas will make us the energy center. We have the needed water impounded behind the Garrison Dam. We have the rich farm land, but most of all, we have the right people — people with a heritage of hard work and success. These people are

Continued on Next Page

Watch for Annual Meeting news

The next few editions of Relative Wind will carry coverage of the January NDAA Annual Meeting.

North Dakota Aviation Association elects officers

Ron Ehlers, Dickinson Air Service, Dickinson, was elected president of the North Dakota Aviation Association at conclusion of the 1981 convention held recently in Bismarck.

Elected vice-president was Larry Linrud, Tri-State Aviation, Wahpeton. Other officers elected were Fred Andersen, Aviation Services, Minot as

treasurer. Arnie Widmer, Widmer Flying Service, Crete, as secretary.

Retaining the post as executive secretary is Jack Daniels, Serv-Air Accessories, Williston. Immediate Past President Bill Beeks of Central Flying Service, Washburn will remain on the board. Appointed as delegate to the National Agriculture Aviation Association Board was Bob Odegaard, Odegaard Aviation, Kindred. Odegaard served as NDAA president in 1979.

NDAA officials reported approximately 200 people participated in the convention during the two day event.

From Your President

By Ron Ehlers, NDAA President

The N.D.A.A. 1981 Convention is history. Cynthia Hudson and John Baker were a big part of the highlights of the convention.

Several resolutions were drafted making our feelings known to our Friends on the Hill. There is pending legislation that will affect all 135, 137 and Airport Operation. If you are not familiar with these bills, I suggest a visit with your local senator and representative and get involved.

Welcome aboard to our new members. Some of you look as young as I wish I could be again. We'll be expecting great things from you in the future.

Have been attending N.D.A.A. Convention since the late sixties and am always disappointed when I fail to see the older established operators not in attendance. Your association needs you as much as you need your association. Please consider this when you are contacted in the near future.

As we enter into late winter and/or early spring with this type of season's changeable weather let's concentrate on keeping the dirty side down, so we all can be together again next year.

From Page One

Sen. Russ Thane

the key to making it all happen.

Obviously, the state of North Dakota is a big operation. It hires and employs nearly 11,000 people. More, in fact, than many large corporations. Most important of all, it delivers services — services that you and I need and want and ask for. These services range from vital health care to education and from law enforcement to highway maintenance.

I serve on the Senate Appropriations and have done so for the last five legislative sessions. For that reason, I am the most concerned over the various budgets and for the total budget and what a budget it is! For the first time in history, North Dakota has surpassed a billion dollar budget. Couple this with another billion in Federal and special funds and we have a staggering 2 billion or more. What is a billion dollars? Well, imagine your plane's engine turning over 1900 revolutions per minute. One year later that engine will have turned over one billion times. That's a lot of rpm's and also a lot of bucks. Two years ago we had a General fund budget of \$653,000,000 so what we are talking about is approximately a 57% increase.

To balance these proposed expenditures we can look at quite large revenue projections. Our traditional sources of revenue are the sales and income taxes which bring in nearly half of the total. However, because of Measure #6 — I am sure you have heard of that — we have added revenue which is steadily increasing. Some are predicting and I stress just predicting — that the oil and gas production tax will bring in close to \$500,000,000 by the end of the biennium. At any rate, we will probably have over a billion dollars of revenue to help solve the increased costs caused by runaway inflation.

We are, as the majority party, dedicated to no tax increases. I am sure we will be joined by most members of the minority party in this thought. In fact, we are hoping to give some tax relief such as removing the sales tax from water and even the possibility of a

Page 2

change in the income tax laws to give some relief to middle-income taxpayers. To do this we would have to reduce the proposed budget by perhaps \$50,000,000. This, however, is easier said than done so don't consider it a promise.

As I mentioned earlier, inflation is the major problem and the reason why your state has to spend so much to run its business and why you also have to spend so much to make a dollar. All of the institutions, departments, and agencies are looking for budget increases and new people — over 600 in fact. Most of the requests are justified because of inflation costs running at over 12% per year and increased demand for new and more services.

Measure #6 delivered what many people call a mandate to fund education elementary and secondary, or grades K to 12, at 70% of cost. We are now attempting to determine and define what the 70% really is. Mainly because there is such a wide range of conflicting ideas of what the cost really is.

The total of all higher education funding is going from 148.8 million in the last biennium to 208.9 million in general fund dollars.

We must not forget our Aeronautics Commission, which has decreased from \$1,169,561 to \$1,151,026! I wonder how Harold Vavra accomplished that!

Several years ago in the early 70s, the Feds dangled a carrot in front of us called federal matching funds. We took the bait and provided the 10 to 30% match and built the programs with the accompanying rules and regulations. Now, the Federal trough is running empty.

The same thing can happen within our state. We have a few found source of revenue from oil and gas and coal, which for the next few years will provide tremendous tax relief to all of us and pay the state's bills. But someday this revenue will be gone. The oil wells will quit pumping and then who will pay the bill? It will have to come from you and I in the form of income tax, sales tax and property tax. The thought is not pleasant and I apologize for ending my talk on that note. Who knows? Perhaps by then our economy will be so healthy that we won't mind paying the bill.

Prairie West Publications merges with Wahpeton Tri-State Daily News

Merger of business operations of Prairie West Publications, Wahpeton, with those of Tri-State Daily News, Wahpeton, was announced today by Newell Grant, publisher of the Daily News.

Effective Monday, Feb. 23, the office of Prairie West Publications, formerly located at 1110 3rd Avenue, was housed at the Daily News, 601 Dakota Avenue.

"Office location will be the only major change in the Prairie West Publication operation," Grant stated.

Patricia J. Estes and Richard K. Estes, two of the principal stockholders of Prairie West, have accepted positions of co-managers of Prairie West Publications which will function as a division of the Daily News.

The other major stockholder of Prairie West Publications, Diane Gira, Wahpeton, will serve as a consultant to the Daily News to assist in the transition period.

Prairie West Publications was founded in July, 1976, and began a regional monthly farm publication, The Back Forty, in November of that year.

That publication has received numerous national and state awards. Distribution of The Back Forty includes counties in Minnesota and North Dakota within the Red River Valley and other North Dakota counties with a history of specialized crop production.

While The Back Forty covers the regional agricultural scene, Grant explained, the focus is also on row crops such as sunflower, edible beans, sugar beets and potatoes.

Prairie West Publications also publishes, by contract, the Minn-Dak Sugar Beet Reporter, a monthly publication of Minn-Dak Farmers Cooperative, Wahpeton; The Southern Minnesota Beet Sugar Cooperative News, a monthly publication for the SMBSC, Renville, Minn.; The Relative Wind, the official monthly magazine of the North Dakota Aviation Association, which also carries the news and reports of the North Dakota Aeronautics Commission.

ND AVIATION ASSN. OFFICERS

President: Ron Ehlers, Dickinson Air Service, Dickinson, ND.

Vice-President: Larry Linrud, Tri-State Aviation, Inc., Wahpeton, ND.

Treasurer: Fred Andersen, Aviation Services, Inc., Minot, ND.

Secretary: Arnie Widmer, Widmer Flying Services, Crete, ND 58020

Immediate Past President: Bill Beeks, Central Flying Service, Washburn, ND.

Executive Secretary: Jack Daniels, Serv-Air Accessories, Inc., Williston, ND.

Delegate to National Agricultural Assn.: Bob Odegaard, Odegaard Aviation, Inc., Kindred, ND.

These publications will continue, according to Grant.

Prairie West Publications also handles all public relations and advertising for WIC, a Halstad, Minn., manufacturer of sugar beet and other row crop equipment. WIC, which brought the rights to the Farmhand line of sugar beet equipment, is a firm doing business internationally.

Prairie West also handles public relations and advertising for the North Dakota Aviation Association, Minn-Dak Farmers Cooperative and several other accounts.

Patricia Estes, a native of Saranac Lake, N.Y., is a graduate of Moorhead State University. She has worked as a reporter for the Daily News, editor for the former County Press, Wahpeton; public relations director for Minn-Dak Farmers Cooperative and as manager at Prairie West Publications. Currently, she is President of North Dakota Press Women.

Richard Estes is also a native of Saranac Lake, N.Y. He has attended Plattsburg State College in New York and North Dakota State University. Prior to joining Prairie West in 1976 as advertising manager, Estes had 18 years experience in the computer and data processing fields, including seven years teaching that subject at Moorhead Area Vocational Technical Institute. Within that field, Estes has held a variety of management positions and acquired sales experience as well.

Gira is a native of Wahpeton and has served as office manager and production manager for Prairie West. Her background includes over 10 years experience in production in the print media.

RELATIVE WIND

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CO-PUBLISHERS

North Dakota Aviation Association and Prairie West Publications.

EDITOR

Patricia J. Estes

EDITORIAL ADVISORS

Robert Odegaard, Larry Linrud, William Beeks, Ron Ehlers, Fred Andersen and Jack Daniels.

ADVERTISING MANAGER

Richard K. Estes

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An overview of air transportation in North Dakota

By James H. Monger, Senior Vice President, T.A.P., Inc., Aviation Consultants, Bozeman, Montana

Delivered to: The North Dakota Aviation Association, January 23, 1981

The theme for my talk should be entitled "Be Ready For The 80's." I plan to relate to you a few of the indicators that we see it for aviation activity for this decade. In doing so you have to take a look at the past and then do a great deal of prognosticating. It's somewhat similar to the weather scan that we see on T.V. transmitted to us from the satellite. We know what the situation was in the past, we know what it is right now, and if certain forces continue, we should be able to predict the near future with a fair amount of accuracy. The unpredictable forces of various magnitudes swinging into the present trend and altering it is what weakens the creditability of any forecast.

At the present time, North Dakota is not as bad but is not that different from the rest of the nation in that we are suffering a definite recession in aviation activity ranging from the air carrier enplanements right on through to general aviation. The national economy, fuel availability and costs of government regulation have all

contributed to this aviation recession. I submit to you however that we are at the bottom of the swing of the pendulum, it is now in the process of swinging back and as when it does "be ready for it." Be ready planning wise, facilities wise, and politic wise. There will be many new faces in the picture and many new people and companies in control of forces that you once thought you understood. So don't let aviation in the 80s surprise you and get you on the back side of the power curve. Be ready for it and be ready to act not react.

In the last ten years a lot has happened, mostly good but some bad, as far as air transportation in North Dakota goes and most of this has taken place in the late 70's as opposed to the whole decade. For example, Dickinson has gained an airline; Jamestown has lost an airline, gained another which now is due for another change. Williston had terrible service ten years ago and is just now getting back to where they were passenger wise when they had the Convair 580 way back in 1968. In fact it took from '68 until '78 to get their passengers from the original 12,000 which dropped to an all time low of 3,871 and then back to 12,000 again in mid-78. Last year they had about 20,000 O & D's. Minot had service into Canada a couple of different routes then lost

it and now their back into service planned for mid-year 1981.

Grand Forks and Fargo both gained Frontier Airlines service to Denver. Devils Lake is faced with immediate changes in 1981 and Bismarck, Fargo, and Grand Forks are all faced with major terminal development projects in the 1980's as is Dickinson. Some locations have not suffered. For example Grand Forks in terms of general aviation operational activity is by far the busiest airport in North Dakota. In fact it is the third busiest air carrier airport in the Rocky Mountain Region, in total numbers it is preceded only by Denver and Salt Lake City.

This activity is not due to the air carriers but due to the splendid aviation training program of the University of North Dakota. The overall activity is also up by leaps and bounds at Dickinson and Williston. This due primarily to the energy related itinerant traffic. Bismarck has also enjoyed some increase in itinerant activity due to energy development in North Dakota, however, Ray Heinemeyer, airport manager at Bismarck estimates that this activity is only 5% or less of his total traffic.

Our company, T.A.P. Inc., was involved in developing the 1975 State Airport System Plan for North Dakota. This was the first statewide plan this state



Jim Monger

has had and at the present time we are updating that data. Airports and aviation in general have been very busy in North Dakota in the past five years. You may want to look at your accomplishments and sit back and rest a bit but I warn you to not do that.

In the next five years it will be very easy to pick out those airports that sat back, and relaxed. If they do that they will be out of the main stream of activity. Within this state airport system plan update we will be developing a section which will be entitled "endangered airports." This section will speak to the airports that need immediate major alterations on a high priority basis and if they do not receive those improvements the airport will probably be lost and not even exist by 1985. This list will deal

Continued on Next Page

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\$28,000.00 | 1979 PIPER TOMAHAWK
450 TT KX-170B, KT-78 Xponder, Pilot Heat, Post Lights, ELT, Brown/White, Tan Interior. N2589C NDH
\$13,500.00 |
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\$24,000.00 | 1970 PIPER NAVAJO B
2700 TT, 1350 SMOH, L&R, 2-KX-170B's, KR-85 ADF, KT-76 Xponder, 190 DME, KNX 40 Radar, IIC A/pilot with Couplers, GS, C. Pilot Instruments, C. Pilot Brakes, Cabin Divider, Executive Tables L & R, Tilet & Bar, Oxygen, Tinted Windows, Floor Runner, Ruff DEICE, Hot Windshield, Stobe, 8 Seats, Nov. Annual, Blue/Red/White, Red Interior, NDH N6647L
\$125,000.00 |
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primarily with the general aviation airports but likewise some of the air carrier airports are also facing some major improvements or they will be suffering in terms of accommodating the public and the air carriers. The state update will identify all needed airport improvements for the state in a macro fashion as opposed to the micro fashion.

For example, it is not difficult for us to identify the need for a crosswind runway for Dickinson but it is up to the Dickinson master plan to identify exactly where that crosswind runway will be located.

So much for the overview part of this little talk, now I will get into the warning part and how to be ready for the 80's. Each and every airport manager and airport operator in the state of North Dakota should contact his congressman and urge for an early passage of the ADAP legislation in the 1981 congress. Many airports throughout the nation are already suffering from lack of an ADAP program and it is absolutely ridiculous that the money cannot be released in that the four or five billion dollars is just sitting there in the U.S. Treasury awaiting for the spending authority through this new ADAP legislation which is hung up because of some minor differences.

Western North Dakota is presently impacted by energy development both in the coal and oil fields. Montana, North

Dakota, and parts of Wyoming and South Dakota sit on top of the Fort Union Coal deposit. This coal deposit furnishes approximately 25% of all of the coal used by the nation. This area of the Rocky Mountain Region is extremely important to the entire United States for the production of power for the rest of this century. Our coal and our energy resources are no longer providing just a perocial need. In fact in years to come the majority of all energy produced will be transported in one form or another to metropolitan areas from here. In the meantime our northern states have to furnish the goods and services necessary to produce the nations power. Many of the areas in western North Dakota have been feeling the impact of energy related air travel for the last year or two.

I would urge each and every one of you to keep in contact with the state and federal officials both elected and appointed, and keep in contact with the FAA and the CAB and seek out extra ordinary attention or consideration for these energy impacted areas.

In terms of airport development, the need for air transportation is here now, in western North Dakota. We can't afford to wait to go through the lengthy process for new airport construction or major airport development if the area is an area critical for energy development. These locations should be programm-

ed early on otherwise everyone will suffer, not just that location. I'm not saying that the engineering criteria should be relaxed or that a minimal facility be provided immediately, what I am saying is the programming should be expedited and the entry criteria be expanded to give expedited funding to locations deserving because of energy needs. I would hope you would get on this band wagon and support it and I can't think of any logical opposition to it. Such extra consideration should go even as

far as to the program immediately microwave landing systems for Dickinson, Williston, and Devils Lake.

One of the enjoyable things about working in North Dakota is that when an idea is projected the merits of the idea are discussed immediately and if an agreement is reached the airport proceeds immediately to implement that idea and not wait until the final master plan is printed. We have conducted ten aviation studies of one kind or another in your state and in

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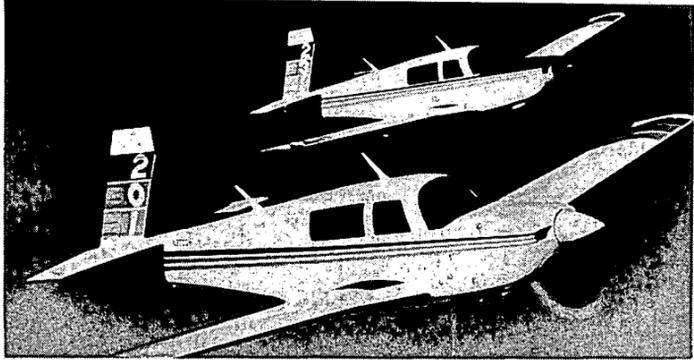
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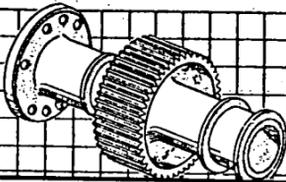
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Page 5

N.D. State Aviation overview

every one of these ten cases the recommendations of the study have been implemented and usually before the study process is even completed. This makes us as consultants feel good and points toward your individual professionalism.

Once the ADAP program is passed by Congress and the monies are available, you will be competing for a piece of the pie from the Rocky Mountain Region allocation and I would urge you all to have your applications in for evaluation as soon as possible so that when the funding is available you will be in line for your share.

The grading system used by the FAA for programming is set up to the complete disadvantage of the smaller general aviation airports. If the air carrier airports in North Dakota were not allocated on the enplanement formula they too would be faced with great difficulty in securing ADAP monies. They are faced with this difficulty when it comes to securing extra or discretionary monies if the enplanements are not suffice.

I plan to get into this in a bit more detail tomorrow during the discussion on financing and planning but for now it will suffice to say "don't take no for an answer" when you don't get funded by FAA. The money in the ADAP trust fund is our money and merely being administered by the FAA for Congress. The money does not belong to FAA. Furthermore it is not their airport it is your airport, you still can say what you'll need and what you'll accept so don't be pushed around. This could mean you're going to need help from your Congressman and don't be bashful in asking for it. A \$30,000 grant to your airport from the trust fund means as much to your airport as a \$3,000,000 grant would mean to a place like Denver or Salt Lake City. Unfortunately you may only do a major project once every ten or twenty years whereas the major airports have planning staff

employed by the airport and have a continual planning, engineering and construction program. Certainly you are small potatoes to the overall program but locally your airport is big business and very important to the economic well being to the community.

The good guys make it easier for the big guys and I can show you example after example where the good guy, or a little airport, has never received funding simply because of a discouraging letter from the FAA. The easiest thing in the world for them to do is to say no and then they are home free if no one challenges that no. I'm saying "It's your money stand up for your rights, your airport is as important to the whole system as any other airport and if your project isn't funded now your airport may degenerate to the point that by the time that you can get funding it will no longer be a part of the system because it has not kept up with the aviation activity of your part of the state.

It appears that you will soon be without the services of your airport district office in Bismarck, you have all supported that office and protested it's relocation for obvious reasons. The staff of that office has always given the state of North Dakota fantastic service with a group of very competent professionals. This is one of the reasons why you have not had as much difficulty programming certain ADAP projects as some of the other states. Those days are soon to be gone and you're simply going to have to do more homework yourself through your airport consultant and your own staff.

Another change for the 80's has already occurred as I mentioned earlier, and that is the ease of exit and entry of your scheduled air carriers. Continue to demonstrate as the towns of Dickinson, Jamestown, and Devils Lake have done in working with the

airlines as soon as a change is imminent. Work for the betterment of the community as well as the air carrier and you'll find you'll get further than fighting each other from the very beginning to the very end. Keep in constant contact with your air carriers and if a schedule change appears to be needed converse with the airlines and bring this to their attention so they may consider it prior to the next schedule change deadline. Take an active part in determining your own city's destiny for air service. Don't let it be dictated to you. I think you will find that the airlines will be most appreciative of your interest and your help.

My concluding warning is a warning as well as an epilogue. North Dakota has one of the finest aeronautics commissions in the United States. Through the leadership of Harold Vavra, and the late Vern Baltzer, you folks have accomplished a great deal. The North Dakota law is set up in an ingenious fashion which accelerates the commissions financial ability to assist as the activity increases and needs arise.

Fight to keep this system as long as you can. It is a fair and just system and the results of the state wide grants from both the general fund and the aviation fund have resulted in a better system of airports than most states. The trend nationwide seems to be to follow the national system of developing a Department of Transportation. whenever this occurs you can be assured that the aviation

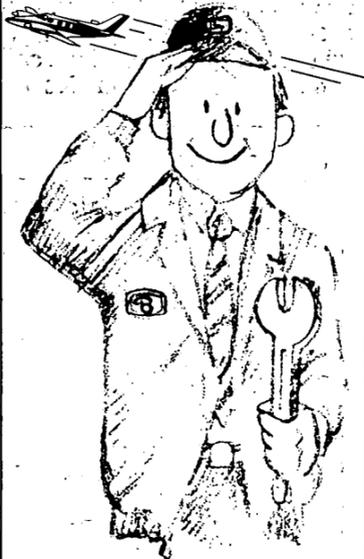
sector receives only passive attention. The primary interests under a state DOT would be either rail or ground transportation. Fight to keep your system as it is, controlled by an aeronautics commission as opposed to a department of transportation. Experience has proven in many of the states throughout the nation that when their aeronautics commission was consumed into the Department of Transportation it lost its effectiveness to assist the local aviation community.

The 1980's for aviation in North Dakota are filled with excitement, changes, activity, increases and new demands. We now have the opportunity to appropriately plan at each of our airports and improve and protect our airports until at least the year 2000. Or we have the opportunity to sit back, do nothing and mess it up forever. I would urge you to individually have a plan, follow it, update it as necessary, and thus keep ahead of your needs. Thank you.

N.D. AERONAUTICS COMMISSION

Director: Harold Vavra, Bismarck, N.D.
 Chairman: Nicholas F. Schuster, Fargo, N.D.
 Vice-Chairman: Ward Whitman, Robinson, N.D.
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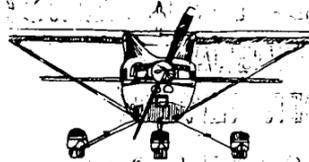
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Dan Wakefield, Devils Lake, N.D. Dan received the NDAADistinguished Service Award this year.



Mrs. Vern (Barbara Baltzer) thanks NDAAMembers for honoring the memory of her deceased husband Vern Baltzer with a special award during annual meeting.



NDAAtook time to honor ND Aeronautics Commissioner Harold Vavra for his contribution to aviation and to NDAAduring its January annual meeting. Here Jack Daniels presents Harold with a plaque.

NDPA Mechanics Seminar Schedule

TENTATIVE
PROGRAM SCHEDULE
March 10th, 11th, 12th

Tuesday, March 10th

7:30 A.M. Registration and Display Visitation
9:00 A.M. Welcome by Governor Olson of North Dakota - Rhine Hall
9:15 A.M. Art Pierce - AC Spark Plugs - Rhine Hall
9:45 A.M. Coffee Break and Booth Visitation - Rhine Hall
10:30 Small Group Seminars Bavarian Hall
Room A Clyde Smith, Piper - Air Conditioning and Heaters
Room B John Retz, Cessna - Ag Aircraft Turbos, etc.
Room C Stormy Starr, Allison - Maintenance of Turbines
Rhine Hall Frankfurt Room Kit Packers, Inc. - Aircraft Sealents
11:30 A.M. - 1:30 P.M. Luncheon Break and Booth Visitation
1:30 P.M. Small Group Seminars Bavarian Hall
Room A Piper Continued
Room B Cessna Continued
Room C Allison Continued
Rhine Hall Frankfurt Room Gill Teledyne Batteries
2:30 P.M. Coffee Break and Booth Visitation - Rhine Hall
3:30 P.M. Small Group Seminars Continued in Rooms A, B, C
Rhine Hall Frankfurt Room BF Goodrich - Deice Systems
5:00 P.M. - 6:30 P.M. Dinner
6:30 P.M. - 8:00 P.M. Social Hour in display area sponsored by NDPAMA and displayers as listed.

Wednesday, March 11th

8:00 A.M. 1980 North Dakota Mechanic Award
8:15 A.M. FAA Presentation - Danger of Ag Chemicals to A & P Mechanics
9:30 A.M. Coffee Break and Booth Visitation - Rhine Hall
10:30 A.M. Same as Tuesday's Program - Bavarian Hall
Piper, Cessna, Allison, and Aircraft Sealents
11:30 A.M. - 1:30 P.M. Luncheon Break and Booth Visitation
1:30 A.M. Same as Tuesday's Program - Bavarian Hall
Piper, Cessna, Allison, and Gill Teledyne Batteries
2:30 P.M. Coffee Break and Booth Visitation - Rhine Hall
3:30 P.M. Small Group Seminars continued in Bavarian Hall
Piper, Cessna Allison, and BF Goodrich
5:00 P.M. - 6:30 P.M. Dinner
6:30 P.M. - 8:00 P.M. Social Hour in Display Area Sponsored by NDPAMA and Displayers as listed.

Thursday, March 12th

8:00 A.M. Rhine Hall - Champion Spark Plugs
9:00 A.M. Rhine Hall - Slick Magnetos
10:00 A.M. Coffee Break - Rhine Hall
10:30 A.M. Business Meeting of NDPAMA - Rhine Hall
12:00 Luncheon Break
1:00 P.M. - IA meeting for IA renewals - Fargo GADO-Rhine-Hall

Attend NDPAMA Mechanics Seminar

The North Dakota Professional Aviation Mechanics Association seventh annual mechanics seminar will be held March 10, 11 and 12 at the Kirkwood Motor Inn in Bismarck, N.D.

Seminars will be conducted covering air conditioning and heaters, ag aircraft turbos, the maintenance of turbines and aircraft sealents, as well as ag chemical dangers, spark plugs and slick magnetos. The Association welcomes A & P's, IA's and FBO's.

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Study shows ag aviation exposure has no effect on parenthood, children

LAS VEGAS, NV—A study of agricultural pilots who are regularly and heavily exposed to pesticides shows no difference in number of children, miscarriages or birth defects when compared with siblings who are not occupationally exposed to pesticides.

The report was the first phase of a comprehensive health survey sponsored by the National Agricultural Aviation Association (NAAA) and conducted by Hopes Consulting, Inc., Bethesda, Md. F. Farrell Higbee, executive director of NAAA, said, "Our members use aircraft to plant, fertilize and apply pesticides to crops, pastures and forests. Because of their work, they are probably more heavily exposed to a wider variety of pesticides than any other group of people in the world. If this exposure is hurting us, we need to know it. If it is not hurting us who are so heavily exposed, the public needs to know it."

The "No Adverse Effects" report was based on a comparison of 140 matched pairs of aerial applicators and their siblings who are not occupationally exposed to pesticides or similar chemicals. The report was presented in an Occupational and Public Health Forum at the NAAA Annual Convention here. Results were described by Dr. Clifford Roan, senior consultant to Hopes Consulting and Dr. G. Matanoski who leads the project team. Dr. Matanoski is professor of epidemiology at Johns Hopkins University.

A matched pair in the study is an active agricultural pilot and his wife, matched with a brother or sister of the pilot who is not occupationally exposed to pesticides or similar chemicals and his or her spouse. The 140 matched pairs were compared for number of births, miscarriages and stillbirths. Because of incomplete answers on some questionnaires, only 115 matched pairs could be analyzed for birth defects. Dr. Matanoski said there were no differences in the birth effects examined between the groups.

The study is based on more

returns from more than 1,100 questionnaires distributed to NAAA members through their state and regional associations, with a request that they seek the cooperation of a qualified brother or sister outside the industry. The 16-page questionnaire asked for information on personal and family health as well as other factors known to affect human reproduction such as smoking habits, lifestyle, etc.

The lack of this type of information was one of the defects in the now-discredited Alsea II study on which the Environmental Protection Agency based its emergency suspension of certain uses of 2-,5-T herbicide in 1979.

Dr. Matanoski cautioned that as additional information con-

tained in the questionnaires are evaluated other health effects may be revealed.

Vanderbilt University toxicologist Dr. Wayland J. Hayes, Jr., praised NAAA for sponsoring the study. "We cannot experiment with humans," he

said. "Thus studies of humans who are occupationally exposed to pesticides is the most useful source of information."

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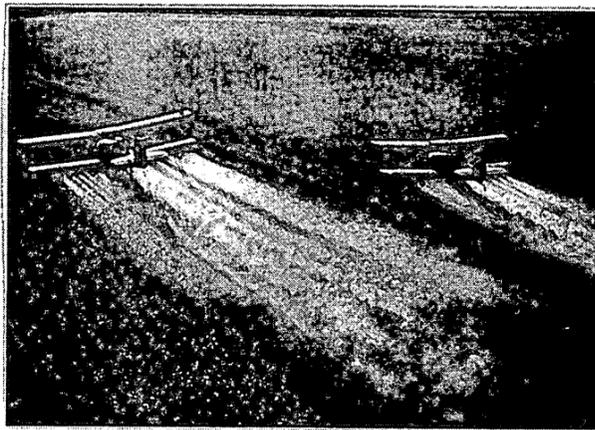
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