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, N.D. 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 $50,000 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, Walker, and Lawrence Knoke, Manager of the Devils Lake Municipal Airport and Palmer Foss, Devils Lake, Foss and Meier Flight Service, Darrell Blatz, North Dakota, 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 testified 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 testified before the House Agriculture Committee that the bill as written was not clear as to what exactly was to be insured. Vavra said he was of the opinion given by the support 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 general and 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 $5,000 per aircraft or $1,000 deductible, the cost would be about $50 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 of aircraft sprayed 2,100,000 acres of cropland. The average total acres aerial sprayed by aircraft in 1980 was 6,808 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. This would add additional cost to the farmer of $72 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 54c 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 $2,500 and $6,900 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.

The 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, February 6th, the sponsor, Representative Jim Brokaw, Forbes, announced that he was withdrawing House Bill 1388, which was done the following day.

Pesticide Study Resolution Referred

On Friday, February 13, Representative Jim Brokaw and John Crabtree introduced in the House of Representatives bill Beeks, Washburn, 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.
From Your President
By Ron Ehlers, NDA President

The N.D.A.A. 1981 Convention is history. Cynthia Hudson and John Lincoln were a big part of the highpoint of the con- vention.

Several resolutions were drafted making our feelings known to our Friends on the Hill. There is pending legislation that will affect all 125, 127 and Airport Operation. If you are not in Washington, I suggest you get in touch with your local senator and representative and get involved.

Welcome aboard to our new members. Some of you look as if you were old hands. I wonder if I could be teaching you things from you in the future.

I am happy to announce that we have been attending N.D.A.A. Convention since the late sixties and am always disappointed when I fail to see the old estabished 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 weather let's concentrate on keeping the dirty side down, so we all can be together again next year.

Page 2

Prairie West Publications merges with Wahpeton Tri-State Daily News


Effective Monday, Feb. 23, the office of Prairie West Publications, formerly located hand line of new crop equipment. WIC, which brought the rights to the Farm- er's Guide to Wahpeton, is a firm doing business internationally. Prairie West also handles public relations and advertising for the North Dakota Aviation Association, Midwest Farmers Cooperative and several other accounts.

Patricia Estes, a native of Saranac Lake, N.Y., is a former assistant editor of the North Dakota 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 a law degree from St. John's College in New York and a bachelor's degree in government and international studies from the University of North Dakota. He has spent the last 15 years as advertising manager. Estes has 18 years experience in the country, rural and data processing fields, including seven years teaching at subject at Moorhead Agricultural Techni- cal Institute. Within that field, Estes has held a variety of management positions and acquired sales experience as a sales representative.

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

RELATIVE WIND
Official magazine of the ND Aviation Association. Published monthly for its members and friends, and for industry, carrying the official news of the ND Aeronautics Commission.

CO-PUBLISHERS
North Dakota Aviation Association and Prairie West Publications.

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An overview of air transportation in North Dakota

By James H. Mooger, Senior Vice President, T.A.P., Inc., Aviation Consultants, Bismarck, 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 for aviation activity for this decade. In doing so you will have to 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 credibility of any forecast.

At the present time, North Dakota is not as bad as it may be at that different from the rest of the nation in that we are suffering a definite recession in aviation activity ranging from the air carrier repaintings 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 up, and when it does "be ready for it." Be ready planning wise, facilities wise, and political wise. There will be many new faces in aviation activity that you once thought you understood. So don't let aviation in the 80's surprise you and get you on the back side of the power curve. Be ready for it and be ready to act now.

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 last 20 years 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. Last year 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 the picture and they year 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 Heinemeier, 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

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PIPER PANEW BRACE
primarily with the general aviation airports but likewise some of the air carrier airports are also facing some major im-
provements or they will be suf-
f ering in terms of accom-
modating the public and the air
carriers. The state update will
identify all needed airport im-
provements for the state in a
macro fashion as opposed to
the micro fashion.

For example, it is not dif-
ficult for us to identify the need
for a crosswind runway for
Dickinson but it is up to the
Dickinson master plan to iden-
tify exactly where that cross-
wind runway will be located.

So much for the overview
part of this little talk, now I will
give 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 con-
gressman and urge for an early
passage of the ADAP legisla-
tion 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 form or five billion dollars
is just sitting there in the
U.S. Treasury awaiting for the
proper authority through this
new ADAP legislation which is
hung up because of some
minor differences.

Western North Dakota is
greatly 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 ap-
proximately 20% of all of the
cold 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
peripheral need. In fact in years
to come the majority of all
energy produced will be trans-
ported 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 pro-
duce the nations power. Many
of the airports 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 of-
ficials both elected and ap-
pointed, and keep in contact
with the FAA and the CAB and
seek out extra ordinary atten-
tion or consideration for these
energy impacted areas.

In terms of airport develop-
ment, the need for air trans-
portation is here now, in the
western North Dakota. We
can’t afford to wait to go
through the lengthy process for
new airport construction or ma-
jor airport development if the
area is in an area critical for
energy development. These
loctions should be program-
ed early on otherwise everyone
will suffer, not just that loca-
tion. I’m not saying that the
engineering criteria should be
relaxed or that a minimal faci-
ity be provided immediately.

I am saying that the pro-
gramming should be expedited
and the entry criteria be ex-
panded to give expedited fun-
ding 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 im-
mediately 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 pro-
jected the merits of the idea are
discussed immediately and if
an agreement is reached that the
airport proceeds immediately
to implement that idea and not
wait until the final master plan
is printed. We have conducted
many aviation studies of one kind
or another in your state and in

Continued on Next Page
From Page Five

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 was 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 assigned, we then will be competing for a pie of the money in the Region allocation and I would urge you all to have your applications and qualifications 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 F.A.A. 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 enterprise grounds 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 funds if implemented at all.

I must get into this in a bit more detail tomorrow during the discussion on financing and planning for extramural office to say “don’t take no for an answer” when you don’t get funding. You can win in the ADAP trust fund is our money and it is being case and maintained by the F.A.A. for Congress. The money does not belong to F.A.A. Furthermore the way it is not their airport is the airport, you still can say what you want. We will accept so don’t be pushed around. This could mean you’re going to set up the complete cardboard box to the Congress man and don’t be boshful in asking for it. A $30,000 flight to your airport from the trust fund means as much to you as a $30,000 grant would mean to a place like Denver or Salt Lake City. Unfor tunately, the big guys have not done major projects over ten or twenty years whereas the major airports have planning staff employed by the airport and the airport planning and engineering 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 all of us. For example, I can show you an example after example about the good guys, or a little airport, has never received funding simply because of a dis couraging letter from the F.A.A. The easiest thing in the world for them to do is to say no and not have to go through the aviation activity of your airport. It appears that you will soon be without the services of your local office in Bismarck, you have all supported that office and protested to the Department of Transportation. The staff of that office has always given the state of North Dakota a fantastic service, with a group of very competent people. One of the reasons why you have not had as much difficulty programming as some of the other states. Those days are soon to be gone and you will have to do more homework yourself through your airport consultant and yourself.

Another change for the 80’s will be the continual planning that is necessary. It will have to do major project once every ten or twenty years whereas the ma jor airports have planning staff

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N. D. State Aviation overview

The 1960’s aviation in North Dakota are filled with excitement, challenges, good service, and new demands. We now have the opportunity to plan proactively 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 then keep ahead of your needs. Thank you.

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

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 turbines, the maintenance of turbines and aircraft sealants, as well as ag chemical dangers, spark plugs and slick magnets. The Association welcomes A & P's, IA's and FBO's.

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Page 7
LAS VEGAS, NV—A study of agricultural pilots who are regularly and heavily exposed to pesticides shows no differences 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 in- come questions 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 Aarea II study on which the Environmental Protection Agency based its emergency suspension of certain uses of 2,3,5-T herbicide in 1979.

Dr. Matanoski cautioned that as additional information contained 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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