Meet the N.D. Ninety-Nines

By Patricia J. Eaton

If you fly into a small town North Dakota airport, you may be greeted by a group of women busily stripping and marking the runways. You will have likely landed in the midst of a meeting of the North Dakota chapter of the Ninety-Nines, the international organization of women pilots.

The state chapter was chartered on September 19, 1970 and is kept in the office of the North Dakota Aeronautics Commission. In 1982 three women pilots in North Dakota joined the South Dakota chapter. Today two of them, Audrey Baird, Dickelson and Kay Vogel, Bismarck are still actively flying and now members of the N.D. chapter. Georgea Olson, the third member, has deceased.

The early association with South Dakota and the eventual chartering of the N.D. chapter, was some members of the Ninety-Nines were members Karen Werner, Wynola Thornton, Jill Bourgeois, Kay Vogel, Clara Sherman, Lorraine Bohler and Barth Robede, all of the Bismarck area.

Lorraine is serving as ‘chapter chairwoman while Jan Kelchleber, Minot, is vice-chairwoman, Cynthia Weiggen, Grand Forks, secretary and Clara Sherman, Bismarck, treasurer.

The Ninety-Nines have an active group that has increased its membership base to help each other.

During the good weather months this group of aviation enthusiasts help the industry by marking runways and buildings at small airports.

The members also assist with judging the International Flying Association’s competitions at Grand Forks. A pet project is encouragement of the UND flying team.

This mobile club will show up just about anywhere there is an airport for their bi-monthly meetings. In fact they don’t even require that a member be located near that month’s airport.

Part of the work world may find it easier to get hours in the air, one license officer, a tray, and being of service to the aviation industry by helping with the airport marketing projects are some of the main forums of this group.

The stories of how these women took to the air to become pilots are as varied and as unique as they are.

Karen Werner began flying in 1976 and says the decision to fly was a 'spur of the moment idea.'

A cousin was teaching flying and Karen thought she could help along by becoming a pupil. Within a week after taking lessons and in six months had her license.

Last fall she was working on her instrument rating and hoped to get her commercial one in the future.

'I'd like to teach someday. I regret I didn't do all this earlier. It could have been a career then,' says this Northwestern-Shell management-employee.

Karen rents a plane and belongs to the Civil Air Patrol.

Wynola Thornton found her life at a law club after she lost her husband in a truck accident.

Determined to find a reason to say life was worth living, she hit on the idea of learning to fly.

With four married children scattered all over the country, a pilot's license meant getting in touch through visits.

She first started learning to fly in June 1979 but quit after three months. Over a year later in August 1979, she continued on page 2

Flying public questions FAA changes

By Nancy E. Johnson

Changes in the administration of North Dakota airports, prompted an aggressive round of questioning when the flying public had the chance to address federal officials in Grand Forks Oct. 14. The regional director of the Federal Aviation Administration (FAA) visited the state with several members of his staff to find what local concerns might be.

One of the changes which prompted most questioning was the reorganization of regional FAA offices. The state was formerly split by the Rocky Mountain Regional office in Denver, along with several other states. Now, North and South Dakota have been shifted to the Great Lakes region, which has offices in Des Plaines, Ill., near O'Hare Airport. The Rocky Mountain region was the property of being phased out. It was formed in 1971.

Its members during a press conference before the listening session region Administrator Wayne Barlow told the press this reorganization will save $10 million nationwide. The total staff cut would be 75 positions. He explained the region would become FAA's largest, serving more than 300 airports.

Grand Forks Airport would be the fourth busiest in the region.

During the listening session, North Dakota Aeronautics Commission Director Harold Vavra asked the FAA personnel to explain their policy in administering federal funds for airports. Peter Sertin, acting division chief, airports, assured Vavra the policy for the Great Plains region is to delegate authority to the lowest level possible, including working through the Bismarck field office.

Barlow noted the regional concept of delegating authority for state programs to the district office level is in place. The district offices, such as the one located in St. Paul, will become division chief and spokesman for the state.

Another area of concern to pilots and commissioners alike was the new General Aviation Reservation (GAR) system. Put into effect Oct. 19, the system requires general aviation pilots to file an IFR plan at least one hour and not more than 16 hours prior to take off.

Frank Cunningham, Rocky Mountain chief of air traffic said the system had been put into place for the benefit of general aviation.

While the commercial aviation opera- tors have had flight reductions, it has been a uniform percentage reduction; he explained. In many cases, general aviation was not getting its fair share of IFR flights, he noted. The GAR system will probably be in place for 24 months so the FAA can get a handle on air traffic.

Limitations on air traffic movements like GAR were made necessary by the air traffic controllers strike. Barlow pointed out. Lynn Holm, the FAA administrator, spoke recently with Cunningham, the regional director found there is no move to reduce the striking controllers. If you don't hear about returfing the controllers from Holm, Secretary of Transportation Drew Lewis or President Ronald Reagan, it is not so," Barlow told members of the press before the meeting.

"During the press conference, the regional administrator said he has personally flown 40 hours during the strike and added, "I can say categorically, the system is safe." He admitted the approaching winter weather will cause increased delays and said users should be prepared.

Cunningham pointed out the system is in a recovery position and the industry will soon see the results of current efforts. Those flying under IFR will be stationed at the Chicago center and Barlow predicted it won't take long for those pilots, who are familiar with the system and what it should be doing, to be certified.

After the listening session ended, Barlow said it been a good experience and predicted the business world would be around a long time.
Nine-Nines swap flying tales

from page 1

began learning again, and only worked at it for six months before she had longed for license in her hand.

A lack of private flying, Wynola voiced concerns that the rising cost of gas had discouraged too young from becoming private pilots. She wouldn't want her son, Justin, in the same position of being the only old well established people could afford.

Her insistence on learning to fly provoked many questions from those who thought she too small a thing. Finally one person asked, "Why fly, Mrs. Vogel?" She responded, "Because I can go faster than on my broom." That ended those questions. Wynola owns her own plane, shared with friends.

Bill Bourgeois learned to fly in 1918 while at UND. Her father was a pilot. Aviation was part of the family atmosphere and she said, "I was tired of being left behind."

She has found flying exciting, especially the time a mouse made his nest in the cockpit, making for a very interesting landing.

However, high cost has kept Jill from doing much flying now that she is not in the working world.

Barbe Habode, now working in Bismarck, had a job working with the state of North Dakota and her job often put her as a passenger in small planes and she felt very uncomforable at being taken on a trip that happened.

Determined to quell those nerves, she decided to become a pilot. She began in 1979 and finally got her license in 1999. "I worked at it as time allowed."

This nervous flyer made the successful transition to licensed pilot like the view from the pilot's seat much better than when she was that kind of passenger.

Kay Vogel got her license in 1961. Her husband was getting his license and Kay had read a story about a woman who was flying as a passenger when her pilot husband had a heart attack. The passenger went through a traumatic frightening experience. Kay decided not to go that route, she says. In spite of the fact that everytime she ever flown she had gotten sick, Kay decided she would get her pilot's license.

Just in case, she took along a sick bag on her first flight as a student pilot. It wasn't needed. Kay loved piloting.

In fact she now has her private, instrument and multi-engine ratings. She also has her commercial, instructor, Instrument Flight Rules and ground instruction rating.

Kay has owned a plane for nine years in partnership with another pilot in Mandan.

"It was a challenge that I do it, I think more women should try flying," says Clara Vavra. She and her sister works in their Bismarck public school district business office, says she decided in 1978 that she would have her pilot's license in one year. She made the goal eight days before the deadline.

Clara reports she had had no interest and had never been in a plane until her cousin returned with an interest in flying, after a stint in the service.

He wanted to learn and was willing to share that interest. "I got hooked."

Clara says, but kept her efforts a secret until she got that license. She didn't want her parents discouraging her. In addition and ventures and admits that was this first surprise may have pulled on her family.

Lorraine Booher, who is an office manager in private business, recalls that in 1947 her family was planning on a trip west.

Her dad couldn't go due to flying duties and viewed the time alone home without much enthusiasm.

So, she says, bribed Lorraine to stay home with him by promising to pay for flying lessons.

Her interest in flying had been peaked when she observed activity at a nearby government built airport. That airport was used during World War II for military training. Only 11 or 12 then, she fell in love with airplanes and the image of pilots. Her dad knew she wanted to join that pilots circle and she just her license.

Today she rents planes to fly for pleasure. Her daughter flies, both of her brothers fly and her dad flew, In 1943 when she got married and never flew. When she started again in 1979 she had to learn all over again. "But I never looked back. I never thought of when I didn't fly... I started again at the first opportunity."

All of these women share the love of flying and encourage more to join their ranks. If you are interested, maybe the Ninety-Nines is the introduction to others pilots for you.

Membership in that group will expand contact with other women pilots beyond North Dakota.

Once a year a sectional meeting is held. Eight states belong to this section. They include North and South Dakota, Wyoming, Montana, Idaho, Oregon, Washington, and California.

Ask if women can learn to fly as easily as men, Kay says because women may be slower in learning than men. They may over cautious but in the end they make just as qualified pilots.

Finding an instructor may be a problem. Most instructors must combine that activity with other aviation interests to make a living.

That means you may work or five or seven instructors and several airplanes before you win that pilot's license.

But, these pilots reported, they found the instructors in North Dakota, almost all male, were encouraging, patient and supportive of their efforts to gain that license. They held many varied ways of praise for those three instructors.

Is it the hope of the Ninety-Nines that more women will be found in North Dakota and that those women pilots will join this organization.

Federal and state grants announced

Nine North Dakota airports have received funding under federal-aid airport grants from the Federal Aviation Administration for capital improvement projects, according to Harold G. Vavra, Director of the State Aeronautics Commission.

Airports receiving federal aiprort grants are:

BISMARCK - $276,200 - Expansion of air cargo apron and for completion of existing project.

FARGO - $1,130,000 - Build terminal and connecting taxiway to new terminal and for completion of existing project.

MINOT - $675,000 - Acquire land for approach and transitional area protection.

JAMESTOWN - $2,400 - Financial completion of existing project.

Williston - $200,000 - Convert taxiway to pour-

BRECKENRIDGE/HEMPSTON - interstate $407,000 - Acquire land for landingway run-

Dickinson - $40,000 - Financial completion of existing project.

Devils Lake - $11,000 - Financial completion of existing project.

Jamestown - $2,400 - Financial completion of existing project.

Vavra said federal funds are for paying 90 percent of such capital improvement projects. The sources of federal revenue are user taxes drawn from the Federal Airport and Airway Trust Fund.

Eight state grants total $750,000

Eight North Dakota Air Carrier air-

ports have received a total of $750,000 in state-aid airport grants from the North Dakota Aeronautics Commission for airport improvements, according to Harold G. Vavra, Director.

State airport grants are allocated to airports with scheduled air service on a formula enacted by the North Dakota Legislature. Airports which enplane less than 20,000 passengers in the past year each receive $37,500, which in-

cludes Devils Lake, Dickinson, Jamestown and Williston.

Larger airports at Bismarck, Fargo, Grand Forks and Minot which enplane more than 20,000 airline passengers in the past year, received block grants in proportion to their general aviation or passenger enplanages. Those are:

Bismarck - $206,832 - with 34.5 percent of enplaned passengers of the four large airports.

Fargo - $122,182 - with 35 percent of total enplaned passengers.

Grand Forks $12,182 - with 18.7 percent of total enplaned passengers.

Letter to editor

Pamela Estes, Editor

Relative Wind

Pamela Estes Rodon

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Official magazine of the ND Aviation Association, published monthly for its members and others in the ND Aviation industry: carrying the official news of the ND Aeronautics Commission.

CO-PUBLISHED by

North Dakota Aviation Association and Prairie West Publications.

ADVERTISING MANAGER

Richard E. Estes.

ADDRESS ALL CORRESPONDENCE TO: Prairie West Publications

Box 206

Walpeup, ND 58775

November 1981
Enrollments in UND program up 70%

By Sue Retka

Aviation at the University of North Dakota has grown rapidly in the last decade, but aircraft owners are leaving a bit of turbulence in its path.

Last year, enrollments jumped 76 percent, instead of the projected 40 percent, thanks to a news story in a Minneapolis newspaper.

This year, the Department of Aviation may expand its two-year program in air traffic control on the campus of the Federal Aviation Administration. That would mean more students, more staff, and possibly a new building for the department.

The department has already become one of the largest on campus with 700 students majoring in aviation and a total of 1,326 students taking aviation classes this year. It's come a long way from its start in 1960 with 12 majors.

John Odegard, present chairman and founder of the aviation department, had been teaching data processing in the accounting department at UND when he got permission to teach an aviation course.

Odegard, an aviation enthusiast, could see the wisdom in combining a business background with aviation. He successfully convinced the dean of the College of Business and Public Administration to create the new department.

UND is the only school in the nation where a student can combine flying with courses that expand the business side of aviation.

While Odegard says that the flight training program has reached its limits at 60 airplanes, that doesn't mean the department has stopped developing new programs.

This year's addition of a program in meteorological studies is a good example of how the department has taken advantage of the opportunities that came its way.

In 1974, the department first offered classes in weather modification to train advanced aviation students in the theory behind hail suppression and cloud seeding. The program included a summer internship where those students could learn the techniques of flying around the ever-growing cumulonimbus that most other pilots avoid religiously.

The next step combined Odegard's knowledge of data processing with the weather modification program. The department got the contact to process the data collected in a nationally coordinated weather modification research project.

That evolved into the Department of Aviation taking on a two-year research effort, with UND now having the largest atmospheric research group in the United States and a $1 million research budget. The staff of 12 meteorologists design research projects using the department's two equipment-packed airplanes — a turbo prop at Cheyenne and a Citation jet.

With a research staff loaded with PhDs, it's only natural that the Department of Aviation would make use of that talent to start an undergraduate program in meteorological studies.

But the new program is also a good example of how the department's rapid and innovative growth, creates turbulence in its path. UND's geography, department, which offers a course in meteorological studies, is also being done at the department, which has an on-board computer system to document weather changes and see the research plane.

While the state provides funding for two and one-half positions in the department, a goal of self-sufficiency is being met each year. There are 184 positions on the budget for the department with a budget of $5.6 million for the current year.

Air traffic control training is one of the programs currently in place at the department and Odegard explained it identical to the first 14 weeks of training offered by the Federal Aviation Administration at the Oklahoma center. UND is one of four universities around the country offering this training and is under consideration by the FAA to supplement training for the large number of controllers currently needed.

During the commission's business meeting, the group authorized Director Harold Vavr a to urge the FAA to implement the director's actions to move the change more quickly through the FAA.

Vavra was also instructed to begin work to involve general aviation pilots, who face fixed base operators in other states to support changes in customs inspections charged to the Federal Aviation Administration by the director's secretary Lytle Hilden of Bismarck had made him concerned. The department's director's action was to support variable changes and rates for fixed base operators which have been discriminatory to air taxi operators in border states.

The commission supported a resolution requesting the FAA to limit charges for small planes and clarify some of the rules imposed by the Customs Service.

Joint use of airports run by the military was also discussed by the commission by the director's secretary Lytle Hilden.

Vavra was also instructed to bring that into a joint agreement with the Grand Forks Air Force Base. He'd been a general agreement with the Grand Forks Air Force Base, but the question of security had stopped the talks. Commission Director Schroeder of Newport, who is a major general in the North Dakota Air National Guard, was given the promised support of the concept. He pointed out to the commission that industry's action was to support the committee and its own plan, without any additional civilian use.

The petition to grant an exemption to the 128-mile rule has been filed by Vavra but the FAA said it would take 120 days to approve this change. Vavra pointed out that it could take 60 days to go through the winter months. This petition would make it possible to use eight all-weather airports in the state for the 10-hour cross-country requirements, even though the airports may be closer than 1,000 nautical miles.

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UND Department $5.8 million budget divided

from page 3 the department by pointing to the budget breakdown. State funds contribute two percent, or $119,000, of the department's total $5.8 million budget. Not only do students pay for all their flight time, and flight instructor's time, but the airport income subsidizes part of the academic program. The on-campus budget is $881,000.

The department's $5.8 million budget is divided among its five divisions. Flight training is nearly half of that at $2.9 million, with an additional $560,000 for maintenance out at the airport. Research gets $1.6 million, university transportation $489,000 and the academic program $380,000.

Part of the department's image problem has been caused by the element of competition with the area's aviation community. "For a long time, the horror story was we were going to run everyone else out of the business," explained Odegard.

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An instructor works with a student on one of the three simulators UND uses. (Photo by Sue Retka)

Rather than flooding the local market, said Odegard in defense of the program, nearly two-thirds of their students are from out-of-state, and most leave North Dakota when they graduate.

There are two other reasons that UND would not compete with the state's existing instructors. The university is probably the most expensive place in the state to learn to fly, and the toughest.

The average private ticket costs $2,300; commercial and instrument ticket average $3,950 together. The certified Flight Instructor rating costs an average of $1,000.

The tickets are costly, but as a Part 141 school, UND can offer aviation students an advantage. They can get their private ticket in 16 hours instead of 40, and the requirement for a commercial license is reduced to 40 hours. The university also has examining authority for the private, commercial and instrument courses.

Flight training follows the widely used Cessna curriculum, but the ground school is much more involved than the weekend school or self-study followed by most student pilots. Not only must aviation majors pass the FAA written exams as part of their three or four credit courses, but they must pass the course. Said Smith, "The FAA exams are checkmates in comparison to the finals."

Smith described the difference between their program and the usual flight instruction as the difference between two people who answer a question correctly on the FAA exam. The one prospective pilot will know the answer is right, but the UND student can explain why.

The thorough background, said Smith, is geared at students who want to make a career out of aviation. "If you're just going to fly around the pea patch on Sunday, you don't need all that other information," he said.

In its twelfth year now, UND's Department of Aviation is overcoming many of its image problems in the state. Odegard said one sign is the growing number of FBO's who call the department want to interview graduates.

The department has been gaining a national reputation. Many of their students are children of the airline industry — both pilots and executives. Some students who write to the FAA inquiring about a career in the aviation industry are referred to UND. Now, the FAA's interest in expanding the controller program may boost UND image even more.

"Many of the future leaders of aviation will be UND graduates," said Odegard. UND grade has jobs with the FAA, for various airlines, insurance companies, manufacturers, in advertising, not to mention as pilots.

The name tentatively selected for the new building is the new designation of the image that Odegard and his staff want to hold on. Center of Aerospace and Atmospheric Studies. Odegard said they already have $1 million of the necessary $3.5 million line up from private sources. The FAA may solve the problem of raising the rest.

Discuss joint
airport use

from page 3

"An additional project committed for 1982 include eight airports with requests for $23,010.90."

Two projects were reviewed by the Aeronautics Commission staff. The airstrip at Riverdale will be lengthened and the Medora Airport ownership is being negotiated, they reported.

Changes in commercial airservice to the state were also reported by Vavra. Big Sky Airlines changes service available out of Grand Forks and has applications pending for additional service of Bismarck, he reported.

Chart prices increase

The U.S. Office of Management and Budget wants the National Ocean Survey to make users of charts, associated with aeronautical and marine charts. Currently users are charged only for reproduction, packaging and distribution costs. Data gathering, maintenance and chart compilation are needed by the FAA and military requirements.

OMB's plan envisions that the government should recoup full production costs from the chart users, by charging problems, such as $10 to $15 for a Sectional Aeronautical Chart.
UND logs 45,000 hours in 63 airplanes

By Sue Retka

UND's 481 active flight students logged an impressive 45,000 hours of flight time last year in 63 airplanes.

Every hour during the day, 21 students are scheduled to fly, about half with instructors. With returning students and instructors, there can be 40 people coming and going, making the airport and ramp a hive of activity.

To keep track of it all, the Department of Aviation is using computerized scheduling. Each student's permanent schedule is recorded on computer, as well as each instructor's. If a student wants to fly more than twice a week, he or she can fly up to three times a week. He or she can get a listing of available airplanes. In turn, the instructors can ask the computer how often the student is flying.

The computer has also helped students, director of flight training, and his supervisory staff keep track of the 77 instructors. The amount of time it takes each student to progress through each section of the flight course is recorded on computer. A supervisor can ask to see the performance records on each instructor's group of students. Supervisors also keep track of the students' progress by flying with them periodically.

From the student's point of view, learning to fly is about the same anywhere. Each student works with his instructor and is given a personal explanation of where to pick up his log book, how to sign out the airplane, and pre-flight the plane. About five to six percent of the students are women.

The list of ratings a student can get at UND is nearly complete: private, commercial, instrument, complex, Multi-engine, multi-engine, airplane transport pilot, glider, seaplane, aerobatics, and, now this year, helicopter.

The minimum rating required depends upon the program that the student elects to take. Business students interested in airport management, for example, are required to get a private ticket while business students interested in aviation administration must get their commercial and instrument tickets.

Besides the two-four-year curriculums in the business school, students interested in the various liberal arts fields of earth science, physics, geography, political science, etc., can combine a major in avicultural studies with a second major in another field.

The Department of Aviation also offers three two-year programs through the University College: professional pilot, flight attendant, and air traffic controller.

Students receive credit for the various ground schools, as well as for the flight labs. Additional aviation courses cover the history of aviation, airport planning and administration, aerospace regulations, and legislation, airline operation, aviation safety, air transport utilization, navigation and communication systems and weather modification.

The University owns fewer of the planes it flies. Most of the fleet of trainers are leased, with the total number dependent upon the number of active flight students.

Keeping the department flying within its budget is George Hammond, airport director. "We run it like a business," he said, "it has to pay its way. We constantly remind the staff that we have to stay in the black.

'We run it like a business ... it has to pay its way'

Key people are full-time employees, but most of the instructors, dispatchers, and linemen that keep the airport running are UND students working part-time while they finish up their degrees.

The airport is open seven days a week during the school year from daylight to dark, and four nights until about midnight. Hammond hopes to increase the hours on each plane by a third this year by keeping maintenance open 24-hours. They'll work on aircraft during the night, and fly in the daytime.

Airport operators have come a long way from the first wooden hangar that had a trailer parked inside for an office. One person handled minor maintenance, the billing, dispatching, and line work.

The original wooden hangar moved out from the old airport at Grand Forks is still used to house most of the 22 Cessnas 152s. Once their third hangar, now under construction, is completed a second hangar and office area will be remodeled this winter to create a larger waiting room and more offices and classrooms.

Save fuel and money

The pilot who properly uses his airplane engine can significantly reduce the cost of his flying. In addition to reducing operating costs, the maneuver should be learned because it:

- improves engine efficiency,
- reduces the greater fuel economy (which increases range),
- has smoother engine operation (which saves engine accessories & mounts),
- reduces noise pollution (which is reduced),
- reduces maintenance costs.

November 1981

An instructor checks out his day's schedule on the computer terminal. (Photo by Sue Retka)

Annual meeting set for NDAA Jan. 27-29

By Jack Daniels

The preliminary plans for the association next annual meeting are taking shape. The NDAA Board of Directors met in Bismarck recently to discuss the coming meeting. The board set the theme for the meeting as "Forecasting The Economic Future for North Dakota.

The constantly changing environment, both economically and chemically, are very important to the success or failure of our agricultural community and as it goes so goes the aileron applier.

Plans call for a panel discussion on the issues of our state economy with participants from the Federal Reserve Board, Frist Bank Corporation and Northwest Bank Corporation from Minneapolis as well as Dick Crockett from the Greater North Dakota Association.

Our banquet speaker will be Larry Burian, president of The National Air Transportation Association. Larry will bring us a message on the issues as they appear on the Washington scene as well as prospects for our future in the nationwide view.

Meeting dates are Jan. 26, 27 and 29 in Dickinson.

Relative Wind

Page 1
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Page the
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• PREMISES
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YOUR SURANCE
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NDAA will serve as a clearing house for receipt of information on the when, where, by whom, in what aircraft illegal FAR 135 operations are suspected.

Any airport manager, FBO or line service people who suspect such activity to be taking place is asked to present that information on a simple letter and send same to Jack Daniels, Executive Secretary, North Dakota Aviation Association, Post Office Box 627, Williston, North Dakota 58801.

This information will be forwarded on to the GADO without reference to where it came from so that the provider of the information can remain anonymous.

This effort by NDAA is one more service of the association and is designed to do some in-house policing of the air taxi industry. Given any success in this effort the association will move on to a policing activity in the area of illegal serial application of agri-chemicals.

We must do our share to keep our industry clean and operating in the proper environment.
Around the State

WILLISTON... notice to airmen that Williston traffic pattern is right hand to traffic for runway 05 and runway 15. This pattern is shown on their segmented circle and published on airmen's information guides.

PARSHALL... plans to paint runway markings and numbers for the asphalt runway. Past bid costs for this type of work is $1,500 to $2,000.

WIShek... grading work on new runway is completed. The new strip will not open until next year. The airport still has 3,000' of usable turf runway but it is not lighted.

ELLENDALE... has completed a chip seal coat on all asphalt airport surfaces. A new hangar has been constructed. Future plans will be an auto parking area development and painting the runway centerline and numbers.

LIDGERWOOD... the city has formed an airport authority. The first activities for the new authority will be a site selection for an airport and set up a budgetary program to support it.

OAKES... is considering installing a SAVASI system to aid the pilot in selecting the approach path. A gas hose wrench to roll up excess hose is also being considered.

TIoga... is drawing plans for an 800' extension of the asphalt runway. Drainage has been a problem on the airport. The airport authority is working to solve the increased flooding of the hangars located in the northwest corner of the airport.

ENDERLIN... has only 100 octave gas for public sale. The airport is being used by industry in constructing a sunflower plant south of town. This is an example of how an airport has helped industrial development for a community.

Hettinger... is looking into a radio-controller for operations of their airport lighting system. They also have a SAVASI to guide pilots on the approach over the community and reduce the noise impact of a low approach to runway 30.

Columbus... is planning to install electrical service for a new runway marking system. The airport was one of four selected across the U.S. for the FAA developed turf landing markers.

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Flying #1 for Dan Thompson family

Dan Thompson, rural Wyndmere, North Dakota, is an aerial sprayer and wouldn't consider being anything else. Dan, wife Diane, and their three children, Robin, age 10, Danielle, age 7, and Matthew, age 3½, live in a beautifully remodeled farm house where Diane and her family lived while she was attending high school. The Thompsons have a 1000 acre farm 6 miles west and 2 miles south of Wyndmere on which they raise corn, edible beans, durum wheat, and sunflower.

Diane was born and raised on a farm west of Wyndmere but Diane grew up in Ohio. Her family moved here in 1962 then to Ohio a few years later. Diane had learned to love the area by that time and decided to stay. She attended N.D.S.S.S. where she took L.P.N. training. She and Dan were married after her training.

Dan helped his father on the family farm until he became a student at N.D.S.U. where he earned a B.S. degree in Agriculture. He entered the U.S. Air Force in 1969 and took pilot training. He became a licensed pilot. He gained invaluable experience when he served a tour in Vietnam. Although the Thompson family is very busy, they are members of the Wyndmere Flying Club, where they fly as a family. Also when permits they enjoy golf, tennis, riding, welding, and camping. They attend the Wyndmere Lutheran Church where all are participants. Dan is president of the school board and is quite active with their projects.

Though many activities garner the Thompson's attention and affection, flying is A1 in their lives.

After his military experience, Dan and family moved to their present home which they purchased from Diane’s father. Acting as Oh, The farm was a lot smaller then so we needed another room to keep our going. That's when started my business, Thompson Aerial Svc., Inc.

Of course, I had lots of experience with flying before that! In addition to the Air Force flying time, I worked with Nes Air Spray out of Lisbon. I also flew the corporate plane for Clark Equipment, in Gwinner for three years.

I've been on my own since 1977. I own an Ag-Cat plane. The way I work is to wait for the farmer in need to give me a call. We discuss the problem and I explain what I think is the best approach. The farmer relies on me for recommendations so I do the very best I can for him. A partly done job is in the worst advertising in the world so I do my best for each and every customer! I am also a chemical dealer and stay current with new chemicals and techniques by meeting with my chemical suppliers who visit here every couple of weeks or so. In addition I'm a member of N.D. State Aviation Assoc. and National Agriculture Aviation Assoc. I attend annual meetings and seminars with both of these groups. Of course, there are annual licensing requirements to keep current. Then there are grower meetings throughout the year. There's a lot of information available and I try to get as much of it as I can!

How does Dan feel about aerial spraying now that he's been totally responsible for the applications he, and an occasional helper, have applied for the last 3 years? After musing thoughtfully for a few minutes he shared his thoughts and feelings about his work and his career.

"Agriculture Aviation is a very important part of farming. I've found chemicals are to be much respected but also are a very necessary part of farming today. Spraying in North Dakota winds is a challenge too. It's quite limited, with 10 mile an hour winds being the best for an application, and you know how often we get one like that!"

"Spraying time is rush time around here. I start the season by spraying small grain, then edible beans, followed by sunflowers, I end by defeating sunflowers and edible beans. The business keeps me so busy I've found a need to hire a full time helper for farming my land and an occasional pilot for spraying. Diane is a big help too he can do all work and handles the plane part of the business."

After putting in a thinking moment, Dan gave his views of the sunflower challenge he faces now. "Sunflowers are relatively new in this area," he commented, speaking slowly, with a distant look on his face and in his eyes. "They are good for all kinds of insect invasions and insects, do immense damage!"

"Every year the problem increases, especially with the seed weedlist. I feel I'm kept busy, well, I get 300 to 350 flying hours in per season and many hours of ground work, which is demanding."

"For many years an aerial sprayer was only called when it was too wet for ground spraying. Thank goodness for all that's changing. People are realizing that it's a fast, thorough, and practical way of dealing with crop problems."

"Considering all the problems I face in my profession," he confided, "the number one is public relations. Getting correct information to the public about what I'm doing professionally and clarifying misconceptions concerning aerial application of the chemicals used is very important."

After discussing the pros and cons, the ins and outs of his job, Dan laughingly summed up his philosophy of aerial spraying in one sentence, "It's hours of boredom interrupted by sheer terror, day in and day out!"

Mechanics group seminar in March

The Upper Midwest Aviation Maintenance Symposium, sponsored by the North Dakota Professional Aviation Mechanics Association, March 10 and 11, 1982, at the Kirkwood Motor Inn, Bismarck, North Dakota.

For more information on program scheduling, speakers, and display contacts:

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