State pilots fly through strike

By Nancy Erickson Johnson

Two weeks into the long-threatened air traffic controllers strike, there is still little evidence of problems in North Dakota. Flights continue on schedule, and the air carriers, general aviation and a number of businesses, have returned to normal operations at the reduced hours that have been in effect for about a month.

The National Air Traffic Controllers (PATCO) first threatened to strike during June, but last-minute negotiations stopped the action. However, when the pact went to PATCO members for ratification, it was turned down by 95 percent of the members.

New negotiations opened on July 31 and reached an agreement, providing the members of the 15,000 PATCO members to the picket line Aug. 3. The strike began July 28, and two weeks later the members this action was illegal.

When the strike deadline passed, more than 400 of the membership was still walking the picket lines. Shortly after the deadline, termination notices started going out to the former traffic controllers.

Three major concerns were not negotiated to the satisfaction of PATCO President Robert Poli when the talks resumed. These concerns centered around wages, work and retirement.

During the first round of negotiations, Poli had asked for $5,000 across-the-board annual increase for all controllers. He also asked for cost-of-living increases twice a year for the job, which range from pay of $20,462 to $48,406. The FAA has rejected all these.

These concerns, along with the fact that traffic at airports now is about 25 percent of what it was during the strike, seem to indicate that many of the companies are beginning to plan for more than just the short-term.

A week following the Air Traffic Controllers’ strike in North Dakota shows the following level of operations at four control tower airports at Grand Forks, Bismarck, Minot and Devils Lake. The days and time of operations at each control tower are what existed as of Monday, August 11, 1981.

BISMARCK — Tower Operations from 6:00 a.m. to 12 midnight, seven days per week. 2 Supervisors including Tower Chief, Russ Bracken. 4 Trainees. 7 Tower Staff (Manpower 44 pct. of normal) (Nine Controllers on Strike).

FARGO — Tower Operations from 6:00 a.m. to 11:00 p.m., seven days per week. 2 Supervisors including Tower Chief Don Driscoll 2 Controllers 1 Trainee. 1 Tower Chief (Manpower 50 pct. of normal) (Seven Controllers on Strike).

GRAND FORKS — Tower Operations from 8:00 a.m. to 8:00 p.m., seven days per week. 2 Supervisors including Tower Chief Robert Burke 3 Controllers 2 Trainees. 8 Tower Staff (Manpower at 66 pct. of normal) (Four Controllers on Strike).

MINOT — Tower Operations from 9:00 a.m. to 5:30 p.m., six days per week (Monday thru Saturday). 1 Tower Chief - Bob McDonald (Manpower at 14 pct. of normal) (Six Controllers on Strike).

The general aviation traffic totalled 77,000 operations during the past year, with commercial and military planes comprising the remainder of the traffic.

The major effect on the Fargo tower has been the reduction of hours the tower is open, according to Tower Chief Don Driscoll. In the past, the tower has been open 24 hours a day. However, that was cut back to 17 hours with the start of the strike. The Fargo tower is now open from 6 a.m. to 11 p.m., and will probably remain on a similar schedule in the future. A 40-day survey was taken this spring, checking the usage of the airport. He said that the eight hours were used by an average of seven planes, which is not enough to keep the tower open.

Right now, the tower at Fargo is being staffed by two controllers and one trainee, along with three supervisors and 16-year veterans Driscoll.

“Everything is running fine. It is going smoothly,” Driscoll said of the tower operations during the first two weeks of the strike.

“A general comment we have been getting from pilots is they never had services and really appreciated the controllers that have remained here,” Driscoll said. “We have had some good comments about the conditions. They feel conditions are safe and there is better service.”

In a conference call with Secretary Lewis Aug. 17, Driscoll learned the government position of a hard line has not changed. “They will not give in,” he said. “They have no intention of negotiations with a union called PATCO.” The deterioration of PATCO as the negotiator is almost absolute.

“The government is willing to negotiate with working controllers if they are represented by a new union,” he added.

Most of the termination notices have been sent by the FAA and removal of the striking controllers should be completed within a week or two. “I was sorry to see it happen. It was a good bunch of people,” he said. “We have to live with what happened.”

Now the FAA has begun a massive hiring program, calling on people who had been on the waiting list. Driscoll pointed out that there were large numbers of potential controllers on that list because there had been no hiring since December. Those on the waiting list have been processed and will now be called up.

Driscoll pointed out those controllers on the waiting list with military controllers’ backgrounds “would be useful in about six months at a small facility. They could be certified in about one year.” Without that background, the potential controllers would have to apply. (Continued on page 2)
Pilots urged to avoid filing IFR flight plans

The Aircraft Owners and Pilots Association (AOPA) President John Baker has asked N.D. Aeronautics Commissioner Harold Vavra to assist in the organization in alerting North Dakota pilots of the importance of avoiding filing of any unnecessary IFR flight plans.

AOPA, according to Baker, urgently requests all pilots to avoid filing IFR flight plans unless the flight is an emergency one which cannot be made under visual flight rules.

This request came after discussions between AOPA and FAA Administrator Lynn Helms.

The voluntary court maintenance of the nation's airspace may prevent implementation of a FAA contingency plan. That plan would severely curtail general aviation. The cooperation is vital to a proper resolution of general aviation's place in the national airspace system.

Extra care in VFR operations is urged. Pilots should not extend VFR flight into IFR conditions. Avoid operating in marginal flight conditions.

The money was a more mature, polite service, according to the pilots landing at the facility. Aviologists about the strike have been bothering the controllers who left their jobs. Bracken speculated. Sometimes this anxiety came across and was disturbing when the controllers did not answer back or rude.

"The people who are here enjoy their work, enjoy their job. We are here to serve the flying public rather than go on strike. The kids (trainees) who were left behind are thrilled with the job and the money."

So the tower chief has received 15 applications from Bismarck residents alone, for the vacant jobs in the control tower.

Bracken pointed out air traffic control is a job which works under pressure to know their business and be professional. "If you know what you are doing, you can live with the pressure."

Bracken also recommended the pilots in general aviation for taking the strike seriously. "On their own, they made adjustments in volume to help spread out the traffic and relieve the system. We appreciate their ingenuity."

When the six controllers went out on strike at the Minot tower, that left only tower chief Bob McDonald to run the place. He operates the tower from 9 a.m. to 5 p.m.

About 130 operations are average at that tower, although traffic is up 25 per cent for the first part of 1981. This 19 year veteran of air traffic control said he will continue to man the tower by himself as long as he can.

While "sorry it happened," in management we need to support the President's goals.

Depending on the people sent during the next round, the Minot tower should have new controllers checked out in about one year.

At Grand Forks today, the total staff is three controllers, three trainees and one supervisor, along with Tower Chief Robert Burke. The tower is open from 6 a.m. to 6 p.m. and four controllers are on strike.

Helms defends realignment plan

FAA Administrator J. Lynn Helms last week appeared before the House Subcommittee on Government Activities and Transportation to defend the agency's decision to realign FAA regional headquarters across the country. His decision cut the number of its regional offices from 12 to 6, and started a protest move by some FAA employees in several of the larger regions.

Helms began his testimony by reminding the subcommittee of his background in the private sector. He had been in various managerial positions for the past twenty years. "Cost reduction and personnel reallocations are a way of life in business," Helms said, adding, "Maximizing productivity and minimizing cost are continuing concerns to every business manager."

Helms said he "prepared for ways" to meet President Reagan's mandate from the American people, and admitted to "holding down the FAA's costs while maintaining productivity gains."

In doing so, he said he will keep in mind that the primary mission of the FAA is to regulate that which was once considered "safety."

All Federal agencies have been hit by budgetary constraints in one way or another. Helms said that while that hasn't been around when the FAA FY-1982 budget was prepared, he has since visited the regions and determined that safety has not been compromised by the budget and staffing reductions. "To the contrary," Helms said, "the agency has taken a number of steps to assure greater efficiency and productivity through measures such as part-time facilities where traffic demands are low, reducing excess facility overhead staffing, equipment modernization, and the like."

Helms assured subcommittee chairman John L. Burton (D-CA) that he as continued ways to cut the FAA costs he would not lose sight of the agency's safety function. "There is no question in my mind that the majority of work done by the FAA represents a proper investment of the taxpayers money," he said. "There is also the question that the FAA...can and should aggressively pursue additional ways in which to deliver the same service to the public at a lower cost."

Since his decision to consolidate the regions was announced, Helms said he has received broad support for the undertaking. But, he admitted that there were also questions raised concerning the selection of regional headquarters sites. Helms informed the subcommittee that he is reexamining the original data used as the basis for the site selections. "No final implementation of regional consolidation will be undertaken until the FAA's re-examination of this issue has been concluded and I have had an opportunity to oversee the development of the data," he said.


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Robertson Field:  
It was a day for airplane lovers at Langdon

By Sue Retka
Summertime and a warm, light wind were perfect weather for Langdon's memorial air show and fly-in Sunday, July 19. Planes from North Dakota, Minnesota, Montana and Canada flew in for the breakfast, and stayed around for the dedication ceremonies and air show. Along with the pilots came carloads of people—an estimated 2,000 total.

Many were friends of John Robertson who was killed in an airplane accident near Langdon on June 5. Robertson was well known throughout the state as a spray and charter pilot, flight instructor, air ambulance pilot and precision aerobatic performer, as well as the fixed base operator at Langdon. 

Reagan to sign Airport-Aid Bill

President Reagan is expected to sign a Congressional Bill while on vacation at his California Ranch, which will extend for one year the Federal-aid Airport Program, which will provide North Dakota airports $2.1 million for airport improvements, according to Harold G. Vavra, Director of the State Aeronautics Commission. Vavra and the authorization bill provides federal airport funds at 90 percent matching for fiscal 1981 year, which expires on October 1st this year.

Vavra said this means that airports with federal-aid construction projects must enter into a grant agreement with the Federal Aviation Administration before October 1st, 1981. After that date, the funds expire, if they are not appropriated by the federal government. Amounts in the bill for North Dakota major airports earmarked as earned replenishment monies include:

- Bismarck $699,141; Fargo $300,944; Grand Forks $771,263, and Minot $278,913.

In addition, the FAA Rocky Mountain Region will have about $8.4 million in discretionary funds which can be used as additional funding on high priority air service airports in the regions six states of North and South Dakota, Colorado, Montana, Utah and Wyoming, Vavra said. The bill also includes $27,000 federal-aid for general aviation airport projects in North Dakota and $286,000 for commuter airline airports at points that eliminated 2,000 passenger or more in 1980. These points include Devil Lake, Jamestown and Williston.

In addition, the FAA Rocky Mountain Region will have $286,000 discretionary monies which can be used on high priority general aviation and commuter airport projects in the region.
Once, years ago, State said, "Aviation was like a disease. Once you get the bug, you can't quit. I didn't have my first airplane ride until I was 21 years old, and I guess, the second ride, I jumped out of the airplane 'parachute.'" said Gerry Beck, 31, who is co-owner with Larry Linrud of Tri-State Aviation, Inc., Wahpeton.

Relaxing in his chair in the fixed base operator's office, which has various airplane models about, the sandy-haired blue-eyed crop sprayer and airplane mechanic explained how he turned his avocation into a vocation. Wearing blue jeans, a western shirt and track shoes, he leaned down to pick up his company "guard cat."

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Donzetta Strandjord Correction

Our apologies to Donzetta Strandjord of the state aeronautical commission office. In the last Relative Wind in a story on that office staff, her name was incorrectly spelled. Gerry about that!

New avionics shop at Fargo

Don Dakota Aero Tech has purchased the avionics repair portion of Lake Region Aviation in Devils Lake, N.D. The equipment has been moved to their shop in Fargo and is in the process of installation and calibration.

They extend an invitation to the Aviation public to stop in and see their new facility.

John Olsen will head this new department.

It is anticipated that FAA certification application will be approved in time and the facility operational by Aug. 31.

Watts line for weather

The Federal Aviation Administration has introduced a statewide pilot weather briefing and flight plan service in the Twin Cities.

The service is to be provided by the FAA's Twin Cities Flight Service Station. It will be available to pilots in the area.

Pilots are asked to call the service station by phone and request a weather briefing.

The service is offered free of charge and is available to all pilots in the area.

New director

Darrell G. Schroeder of Davenport, N.D., has been appointed director of avionics services for the Management Services Division of Lear Siegler Inc. The division, headquartered in Oklahoma City, Okla., provides management and technical services for the corporation's aerospace systems and other activities.

Siegler farms and operates businesses in Cass County but his new appointment will not alter his activities in North Dakota.

He will function as a board member at periodic meetings of the Management Services Division.

Siegler is also Vice Chairman of the North Dakota Aeronautics Commission.

Stock for pay at Republic

Republic Airlines' employees are being asked to consider taking stock for part of their pay to ease the financial pinch of the air traffic controller's strike. The Minneapolis based airline announced.

That was the latest regional development in the strike that went into its sixth day on August 8, but to date has failed to drastically curtail air travel in North Dakota.

Under the Republic Airlines' "stock-pay" plan, a $250 employee management, would take 15 percent of their September pay in stock, generating about $8 million to help the airline's cash flow problems resulting from the strike according to Walter Hellman, Republic spokesman.

The report indicated that Republic Airlines' employees are considering the stock plan and could reach a decision shortly.

Hellman said the stock plan would be "only a temporary thing." Republic's losses exceeded $10 million the first three days of the strike, which began on August 3. Hellman said that passenger loads improved towards the end of the first week, although he said he had no dollar-loss figures for those days. Hellman said fifty-two percent of available seats were filled in Thursday, the fourth day of the strike, just off the 53 percent the airline needs to break even.

Republic Airlines has about 15,000 employees, including 9,700 pilots, and operates in 31 states, District of Columbia, three provinces in Canada, Mexico and Grand Cayman.

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Targeting chemicals a sprayer's concern

From page 1
impossible takes just a little longer.

'I manage the shop and take care of maintaining all the airplanes, and Larry takes care of all the flying. He does the instruction, and then in the summer we both spray,' said Beck matter-of-factly.

'I guess the spraying has to be the most fun. I like to be outside, and I grew up on a farm. It's exciting. Every year it's different,' he smiled.

'You have to go to the field, and look it over, and figure out how to do your job. Things happen pretty quickly. We go 125 miles an hour, so in one second, we cover 183 feet. If there's a set of wires at the end of the field, you don't have time to think about it, because, in that amount of time, you're through the wires. It's all reflex. You have to have the right attitude. You don't go out there to see how close you can come to the wires,' Beck said raising his eyebrows emphasizing his point.

'Our biggest concern is all the other crops we're working around — targeting the chemicals. I guess the chemicals are a necessary evil to feed the world. Actual application is more susceptible to draft,' said Beck, adding he and Linrud were not happy with the "spray boom on the first airplane they rebuilt."

The spray boom is the piece of pipe at the back of the wing of the airplane through which the chemical is dispersed. That's how we got involved in designing this new boom system we now manufacture and sell. Because of the fuel cost, and after seeing what the boom did for the airplane, we decided to try to build a ring cover to put on the radial engines to reduce some drag on the engine. What it does is reduce the reflected frontal area of the airplane," Beck said, attempting to keep his explanation simple.

'I enjoy the designing. I like to make things, and I like to fix things. I'm kind of a perfectionist. Even the crates we ship the booms away in have to have the right number of nails in them,' he said his eyes smiling mildly at himself.

In order to repair airplanes strict Federal Aviation Regulations must be followed, he said. "That's why general aviation has a safety record it does have," he insisted.

Beck majored in industrial technology at the University of North Dakota, Grand Forks, where he met Linrud. Beck also has a background in electricity, electronics, physics, and drafting, he said.

'I've been building things, since I can remember. It's a beautiful background for an engineer, and that's one of my goals. I'd like to get an engineering degree some day," Beck said sincerely.

And what's his ultimate goal? To design the "perfect" agricultural aircraft, he said undaunted.

Get Broad Coverage...

Over 50 smaller control towers will be closed
Drew Lewis, Secretary of the Department of Transportation, Washington, D.C. announced in a move to get additional air traffic controllers where they are needed, that the FAA has closed 17 control towers at small airports in California, Texas, Nevada, Massachusetts and Connecticut. He said another 40 control towers would be closed within a week, but they had not been selected as of August 28th.

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September 1981
Apin owner expresses concern

By TINr MACHEL

Members in any relationship benefit to some degree from contact with one another. So it is with honey bees and sunflower in the Red River Valley. Although the two largest crops needing pollination by honey bees to produce fruit or seed are alfalfa and sweetclover, the sunflower industry also benefits greatly from these insects.

Honey bees add millions of dollars to North Dakota’s economy annually. Honey and beeswax are the most obvious contributions by the bee but the pollination service may be the value of any other service the bee performs. Even some varieties of flax must have honey bees for production or improvement of yield.

According to Dr. Gary Pick, sunflower plant breeder and research director at SISCO Research, “Bees can increase sunflower yields of even self-compatible hybrids. Although the sunflower hybrids boast some self-compatibility, the ability to pollinate themselves, bees still help.”

Sunflower and honey bees certainly have an intimate relationship but as with the best of relationships, problems arise from time to time. Pesticide spraying is a major concern at this time for apiary owners servicing sunflower yields. Honey bees are as important to agriculture in this area as moisture and sunshine and yet entire colonies can be destroyed with one application of insecticide applied without careful planning on the part of the apiary owner, farmer, and sprayer, according to those in the bee industry.

Such was the case for Dick-Ruby, Miller, N.D. “Honey bees are the most obvious aparies in the state. He has 10,000 hives scattered through Richard, Sargent, Bismarck, Barnes, and Cass counties. Each hive houses 60,000 to 10,000 bees. His bees produce an average of one million pounds of honey per year. He has two buildings totaling 10,000 sq. feet in which to process honey, store empty bee hives in winter, and keep general equipment. He also provides employment for about 15 local people.

Ruby has a great deal invested in the honey bee industry and contributes a great deal to local and state economy and yet in 1980, he said, insecticide spraying destroyed most of his hives.

Ruby feels the near disaster occurred because of poor communication between himself, farmers, and aerial sprayers. To alleviate this problem and help prevent it’s recurrence, he has spent thousands of dollars and many hours printing, distributing and personally sharing information concerning bees, insecticides, and sunflower to sunflower growers and aerial sprayers in this part of the state. He’s realistic about the problem and is willing to do what is necessary to help lessen it.

A farmer has to spray and I realize that,” he acknowledged. “I realize too that aerial spraying is the fastest and most effective way to distribute insecticides.” I just want to be informed of the intention to spray so I can protect my hives.”

The majority of time protecting the bees means moving the hives to a new location, “and believe me that takes time. If a large number of hives must be relocated, it may take a day or two. We have to move them at night to make sure the bees are in the hives. Otherwise during the day they are out in the fields,” Ruby said.

After pausing a few minutes to reflect about the situation, he continued his explanation. “You see, I can’t cover the hives for their protection from the spray. The hives are already quite warm internally and if covered, the bees become very agitated and create a lot more heat. Soon, they would suffocate. And like I said,” he continued, “bees are in the field from dusk to dawn. Of course that’s when aerial spraying must be done.”

“That’s why good, open communication between apiary owners, farmers, and aerial sprayers is so vitally important!” We need time to relocate our hives before the spraying is done. At present that’s the best protection we can provide the bees. The future may hold a simpler answer for us. Right now I’m experimenting with a wire cover that can be placed over the hive so the hive can be covered with a cloth. The wire cover would permit the bees to move around, keep the hive cooler, and still protect it from the insecticides.”

“The majority of people involved in this farm business don’t understand the bee business but all beekeepers need to spread information about how to deal with their crops and with their hives. It’s a very important relationship.”

By Rebecca: Dick and Nicole Ruby, standing from left, Melissa, Donna and Rebecca 2 and Douglas. (Photo by Tiny Macieel)

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**Page 6**

Relative Wind

September 1981
Honey is important to state's economy

Honey is important to the economy of North Dakota, but the pollination of crops by honey bees is a service to agriculture far exceeding the value of honey and bee products produced.

"The two largest crops in North Dakota which must be pollinated by honey bees to produce fruit or seeds include alfalfa and sweetclover," said Jerry Hauf and Gordon Erlandson, agricultural economists from North Dakota State University, Fargo.

Recently, the sunflower industry has been contributed to and benefited from honey bees. New honey bee pastures have been created by traditionally low honey producing areas where farmland has been planted to sunflower. Research indicates that insect pollination is needed to produce high yields and oil contents on hybrids to medium to low self-compatibility.

Even some varieties of flax are dependent upon honey bees for production or improvement of yield.

"Honey bees foraging on alfalfa, sweetclover and sunflower produce a high quality honey with excellent production potential in volume," the researchers pointed out.

North Dakota is an excellent honey producing state because of several reasons. One reason is the excellent potential for a large volume honey crop produced by colonies placed on North Dakota lands which is further evidenced as North Dakota led the United States in honey production in 1979 with 22.8 million pounds.

Another reason is that North Dakota beekeepers harvest a high quality of wild-white and extra-white honey which is sometimes sold at a premium to certain packers and buyers who use honey color as a primary criteria for price determination.

North Dakota's bee colonies have increased at a rate of 661 percent in 20 years from 33,000 colonies in 1960 to 231,000 in 1980. Colonies in the United States during the same period decreased at a 17.3 percent rate. Colonies have increased because of the ample supplies of sweetclover and alfalfa in the western and central part of the state where the greatest volume of honey in the state is produced.

Other reasons North Dakota is preferred as a honey producing state is because of higher insecticide risk to honey bees outside of North Dakota; occasional dry conditions in production areas outside of North Dakota and preference of honey bees to areas of low humidity and low rainfall.

Pollination potential for honey bees is evident when it is realized that honey bees of a single colony make four million visits per year and during each trip an average of about 100 flowers are visited. Honey bees are the most dependable pollinators as they collect nectar and pollen while harming the plant in the process. They are the most important pollinating insect known to man as it is estimated that over 90 percent of the pollination of fruit and seed crops in the United States is accomplished by honey bees.

North Dakota leads the United States in production per colony with an annual average of 110 pounds which is over twice the national annual average of 45 pounds per colony from 1979 to 1979.

Need permit for hazing...

Farmers of yesteryear may have been on the right track with the use of the old fashioned scarecrow to chase blackbirds out of the corn field. The idea was to scare the pesky birds and keep them from roosting in the field.

Today's farmers need more than scarecrows to keep blackbirds out of the sunflower fields and any other crops that may appear appetizing to these flocks.

One method is hazing the birds with low flying airplanes. Due to the large black bird population in the state, the method has been used by them, according to Pershing Carlson, North Dakota Game and Fish Department. But just don't jump in that plane and head out. First you need a hazing permit from the N.D. Game and Fish Department, 2125 Lovett Ave., Bismarck, N.D. 58505. There is no charge for this application. NOW, ready, one, two, three, di, right! NO! wrong. You also need a low-level flying permit from the State Aeronautics Commission in Bismarck.

Once you have both permits, head for that plane and let those blackbirds know that they'd best roost elsewhere.

BEEsite is new program for AGNET

A new program has been developed to provide up-to-date information on the location of bee hives throughout North Dakota.

Known as BEESITE, the program is part of AGNET, the computerized service to agriculture through the state's Extension Service.

The service lists the hive location in quarter-section, the name of the beekeeper and the beekeeper's telephone number. Once the program is called up on the AGNET terminal, the user is asked for range number, township number and section or sections number.

The program then gives a listing of all of the hives registered in the area listed. If a user wishes to have a listing of all hives in the township, he can ask for all, instead of a section number.

It is felt that BEESITE will reduce the number of bees killed during the pollination season by chemical spraying.

At present, hive locations are being added continually to the master list. It will be several weeks before all of the permanent sites are listed since North Dakota has more than 7,000 permanent bee sites. Next season, this program will be on the AGNET line at the beginning of the growing season.

In counties that do not have an AGNET terminal, the location of hives can be obtained by phoning the state Department of Agriculture, (701) 224-2233.
Around the state

BELLAH . . . has trailer house for sale which can be used for a mini terminal set up for an airport. They are asking $600 and you can call 701-475-4575 for more information. The Airwayed by the municipality of Bel lahe is presently considering plans for pavement to increase the airport apron area.

RAVEN . . . has a surveying machine, some logistics, soil cement, and surveying tools to make a smooth runway surface on some test sections on the airport. The present NW-SE turf runway is rough and the grass seeding program is turn out mostly comprised of clover. More.. . . is currently reviewing site locations for a NDB. The airport Authority is considering fortifying the airport for security reasons. Sewer and water facility will be hooked up in the trailer house to develop a mini-terminal for the airport.

Trulson field dedicated . . .

A fly-in pancake and sausage breakfast as part of Plaza’s 70th celebration was attended by many local and persons traveling many miles to enjoy past memories and meet new and old friends. Roy Sandstrom of Plaza, a long-time pilot and friend of many, acted as Master of Ceremonies for the airport dedication. The airport was named Trulson Field in honor of Lyle Trulson and a wind cone built and put on the airport for use by pilots.

Accepting the dedication plaque of a wind cone was Mrs. Noreen Trulson in honor of her late husband. Mr. Trulson was a non-pilot but enjoyed airplanes, donated a parcel of land on which the airport is presently located. Today, the airport has its name and a lighted wind cone in his honor. Roger Pfeiffer, Assistant Director and Mark Hoisler, Planner for the Aeronautics Commission attended the breakfast and dedication ceremonies.

TRULSON FIELD: airport consists of a E-W turf strip 200’ x 60’ wide. The apron area has a mini terminal trailer house for pilots to brief themselves before flight. The runway is marked with boundary side markers and has low intensity runway lights.

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‘Time in your tanks’

The fuel on board your aircraft is only ‘time in your tanks’. As a pilot, you should give the management of that time a very high priority.

Pilots should:
1. Be fully familiar with the aircraft's fuel tank and fuel system management procedures.
2. Make adequate pre-flight preparations to ensure that sufficient amounts of fuel are on board for the flight.
3. Know the positions of the aircraft fuel selector valves. Markings should be legible, valves should be open smoothly, and easy to open and close for fuel drain and with positive detent action.
4. Be familiar with the sequence for selecting fuel tanks of the aircraft. The use of fuel tanks other than as recommended (especially on takeoff and landing) can result in eventual fuel starvation. Many aircraft return unused fuel from the carburetor to a tank. If the tank is full, the fuel goes overboard through the vent and is lost, thus reducing the range of the aircraft.
5. Keep a visual inspection to assure that the fuel tanks are full. Complete trust in fuel gauges has resulted in fuel depletion short of destination, has damaged aircraft and more serious than just a bruised ego. The operator should perform a fuel drain check of all tanks before each flight.
6. During a pre-flight inspection, determine that all tank openings are clear of obstructions.

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