Nature of money is changing

By Patricia J. Este

The economics of the 80s will demand more careful planning and business management. That was the theme of a panel presentation on that topic at the January North Dakota Aviation Association annual meeting.

Bob Werczeller, Ninth Federal Reserve Bank, one of the panelists, opened by presenting some background on the role of the Federal Reserve.

The Federal Reserve office on the regional level acts as a central bank. One of its national level it sets monetary policy.

Every country in the world, he said, has a similar system. The Federal Reserve goal is to make sure there is adequate finance available for the economy.

It is a difficult task, a demanding one, he said, where "money" have to be made without there being sufficient information. Mistakes are made since it is a fallible system, said Worcester.

There have been major changes in the finance industry recently, he said. Non-bankers, such as savings and loans, are now more like banks.

The technology advances have impacted the entire industry. Different kinds of accounts, credit cards and automatic withdrawal plans, as an example, have resulted.

Measuring the amount of money supply is one of the tasks of the Federal Reserve. Worcester continued. The rapid changes in the industry recently have made available measuring methods less effective.

The very nature of money itself is changing. For example, corporations are settling up remote accounts in banks in Wyoming for instance to increase the daily flow.

When interest rates are high, he said, the use of money is costly. People try to find ways to beat and use the system to their advantage.

The Federal Reserve aims, to create money at a rate not too fast for inflation or too slow to restrain the economy.

The Reserve is set up structurally to be reasonably free of Congressional, federal and political pressure. However, it is not totally free. It does not operate in a vacuum.

Fiscal policy, he said, has to do with the budgetary process of the federal government. Fiscal policy is related to revenues and expenditures of the federal government. Fiscal policy affects monetary policy.

In theory the U.S. government could go to the private sector for financing but this would not add to the overall money supply.

Instead through issuance of treasury bills, for instance, new money is created. The money market becomes unstable. The Reserve has to stabilize the situation but this leads to decreased money supply and higher interest rates.

There is a growing acceptance, Worcester said, that a little bit of inflation is all right. This makes the control and slowdown harder to accomplish.

A major shift was made in Federal Reserve policy two years ago, he said. Adverse was made to concentrate on the quantity of money supply and pay less attention to interest rates.

While higher interest rates indicate a higher supply of money, this fact does not indicate the exact detailed available money supply.

Research revealed that the money supply was growing faster than interest rates were indicating, he said.

Thus it was decided to restrain expansion of the money supply rather than monitor interest rates. This was not a complete 360 degree turn, he said, but did represent a 180 degree one.

The higher interest rates and this change in policy by the Federal Reserve caused pain, great pain, said some companies and people, he continued.

Companies and people could afford to borrow money at 10 percent and if prices went up to 12 percent, the result was in reality a negative interest rate. In addition the interest could be deducted from taxes.

The monetary policy makers discovered this was what in fact was going on. Decisions were being made to buy a product at today's price rather than pay a higher price later on. Borrow to say to save paying more later.

The result was inflation.

A very serious effort is underway, he said, to bring inflation down. All of this is extremely painful.

It is not just an inconvenience, said Worcester. It frustates some businesses but that pain is necessary to get the job done.

By not dealing with inflation earlier and by not sticking with policies that could have helped, the public, didn't really confront the situation. There remains a credibility problem where the public still does not want to believe or accept what must happen to control inflation.

The escalation of inflation started in the mid 80s, he said, in the Viet Nam era. It created a nation which doesn't believe, has a mind set, that inflation is a reality of life and not a problem to be resolved.

Some people proper in inflationary times, he said, but more are hurt and suffer. We need to, we must deal with inflation and stop it, said Worcester, and that is painful.

There are many other related factors such as energy in this inflation picture. It is a complex scenario, he said.

It is possible to deal with it without boosting unemployment but we lack the mechanism to do so in this country. Thus the suffering will be greater, he said.

Certain industries hurt more in this inflation. He cited the renegotiation of labor contracts for lower wages and benefits in happening. It is difficult but it is the kind of thing some industries must do.

In concluding, he said, "We need to stay with it, hang tough and get the job done."

Energy development boosts N.D. aviation

By Patricia J. Este

Harold Vavra, N.D. Commissioner of Aeronautics, said that 1986 to January annual North Dakota Aviation Association convention in Dickinson.

Energy development is underway.

A substantial increase in aircraft registrations for this year is recorded with the increase coming from the six county energy development area.

The only county in the eastern portion of the state with significant increase wasDickey. This may reflect, he said, the new airport at Minot. The rest of the counties were either down in numbers or flat.

This past year all records for aerial spraying were exceeded in North Dakota, according to Vavra.

Nationally, he said, he believes the present administration is on the right track and with significant increase wasDickey. This may reflect, he said, the new airport at Minot. The rest of the counties were either down in numbers or flat.

This past year all records for aerial spraying were exceeded in North Dakota, according to Vavra.

Vavra noted that in 1984 a 4 door Chevrolet Sedan could be sold and delivered to Minneapolis with a sticker price of $750. In that price was a net profit of $75 for each unit for the manufacturer.

As inflation came along, General Motors went along. If price goes up, the profit goes up. The business of profit would increase to a point where prices do not fight it, seemed to be the attitude, he said.

Today car manufacturers are looking at a decrease in profit margin and sales volume.

Vavra said he used that example to show that all of us have contributed to the problem.

In Japan, supply side economies have been used for 20 years and this country is just now starting.

The overall effort is one that must encourage savings, investment and productivity while discouraging consumption and encouraging exports, he said.

The inflation rate in Japan is below five percent annually. The average Japanese employee saves 18 percent of his income. There is a good money supply in the country. This ample money supply provides needed money for government and private business.

An increase in savings in the United States, Vavra suggested, will help control and reduce inflation. Our savings in recent years have been four to five percent, 18 percent, six percent, of personal income. This is the lowest rate in history.

Continued on page 7
1981 safety record
It was not a good year

The accident box

Airline deregulation proponents promised better service to the consumer as well as fare and service competition when the legislation was passed by Congress in 1978. Since then, the competition has been under scrutiny, watching for the results of the deregulation efforts.

A nonprofit, non partisan research organization, the Upper Midwest Council, based in Minneapolis, has been studying the deregulation of the airline industry since 1978. It published a study on deregulation's impact on the Upper Midwest in 1981. Since then, it has been doing a follow-up study on deregulation. As part of the project, the Council has set up a conference to address the question, "Airline Deregulation: Can It Keep the Promise?"

This conference, scheduled for May 6 at the St. Paul Radisson Hotel, will feature speakers from the Civil Aeronautics Board, state aeronautics officials, airport officials and others involved in the airline industry. The keynote address will be delivered by Gloria Schaffer, a CAB member since 1979.

State aeronautics officials from South Dakota, Montana, Nebraska and Wisconsin will be speaking about the changes in air transportation in their states.

Deregulation meeting topic

From page 1

In 1981, Japan experienced a 40 percent positive growth in gross national product while this country experienced a negative growth for the same period.

The U.S. public is operating under a psychology that makes it very difficult to buy before the price goes up and then pay back the loan with dollars of reduced value, said Vavra.

Noting the cost of government, Vavra said it costs $10 billion for the tax-payers to enforce various government regulations. The public pays through taxes and as a result of higher priced goods due to the cost of business complying those government regulations.

Less available funds for such regulation activity will result in less bureaucracy, he said.

Relative Wind

In this entire economic situation, Vavra said, the media is part of the problem. The economy is analyzed in headlines and on radio and television not by experts in the field but by reporters doing a very inadequate job of reporting and interpretation.

One area that must be looked at is in the attractiveness of short term opportunities versus long term investments. America's economy needs long term investments but in this current situation, returns on short term opportunities of a higher faster return than can be gained by long term investment in the economy.

While time will tell, Vavra voiced the view that if politicians don't get weakened, we may end this inflation problem.

One training accident

Not enough time for proper instructor intervention due to the terrain.

Agricultural accidents of a non fatal nature included a forced landing with a cracked cylinder. The plane stalled and flipped. In another accident the plane hit a wire and the pilot was injured.

Safety, Bierenger said, is the responsibility of the entire N.D. aviation industry.

The industry must set proper example and each pilot is responsible to do this in his own flying.

"Safety is the responsibility of the entire N.D. industry!"

We must act, he said, what action do we take when we see a pilot commit an unsaf e action. Do we point this out or ignore it? If we see an unsafe environment for flying do we point out the potential problems?

Are we keeping up our own retraining and continuing our education in aviation? He said, as professionals we must promote recurrent training.

Increase savings

From page 1

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Relative Wind
Meeting is memorable

By Dan Thompson, Director

Meetings come and meetings go as did the spring board meeting of NAAA which was held March 12-14 in Washington, D.C. However, this is probably one such meeting, as a director from North Dakota that I won't soon forget.

As a new director attending his first board meeting, one would usually be thought of as all ears and no voice, so I was the follow up of a state resolution sent ahead to every state director in the nation, stating that North Dakota wanted some action on specific items that concerned North Dakota. (Resolutions that I had no direct input in forming and very little history as to their origin.)

I did not know exactly how I was going to present North Dakota's true views nor did I know how I would be accepted on a national level. I did as much research into the background of the resolutions as I felt I could prior to departing for D.C.; talking with people in NAAA; bearing the pros & cons of the resolutions.

Task is to ask and answer questions

As a newly appointed director, I had the task of answering and asking many questions that would surface. With this position I arrived in D.C. a day early to allow time to research some of these areas in question prior to the start of the actual meeting.

After arriving in D.C. I went to NAAA offices and met with Roy Wood, the current NAAA Presi- dent. We exchanged NAAA and NAAA views for some time and attempted to outline a method as to exactly how to bring the subject up before the whole board.

Harold Collins and Farrell Highbee, NAAA staff members, were also there along with other current officers. I had met with Farrell Highbee during the Minnesota convention the week before.

As directors started arriving in D.C. I made an effort to meet as many as I could prior to our meeting. I was, however, very un- minded to the NAAA and NAAA controversy and getting it solved.

On Wednesday morning, the 10th, I was asked to attend a finance and budget meeting and did so. At this meeting Mike Clark, treasurer, said he had been personally contacted by several indi- viduals and asked if the NAAA could possibly put the financial statement in a more simple form. That sounded familiar to me. Also I had the opportunity to review any and all expenses incurred and check written.

Running NAAA is tough job

With today's economics, financing and budgeting, operating NAAA can be and is a tough job as any business of its size, but I honestly believe it is being done in a manner which should be accep- table to everyone concerned.

On March 10th, President Wood got up before the full board and offered some opening remarks. In doing so he made two concerning NAAA and what he thought NAAA viewed reactions would be. He said the NAAA viewed NAAA letter of resolution as a direct request to drop out of NAAA and hit his opinion at that time that NAAA dues would be sent back.

In part two of his statement President Wood also stated he had a telegram from a group which had

formed in North Dakota calling themselves The North Dakota Agricultural Aviation Assn. and that he was requested to quit NAAA. Needless to say this got the attention of all the members and especially me as I hadn't had an opportunity to make any statement as yet and now had to ad- dress questions surrounding the other group from North Dakota. Back to my room to do some rethinking.

The remainder of that day and the next morning were spent in committee meetings of which I was a member. That included awards and also the legislative committees.

Committee reports heard

Prior to the first full business session, we heard reports from committees and out of them came the following comments. Out of Constitution and Bylaws came a resolution to limit voting powers to live immediate past presidents and no more. There was much discussion, but it is going to a vote. A 15 day waiting period is necessary for a constitution by-law change.

Also it was suggested that the nominating com- mittee consist of an equal number of members at large as past presidents. Also the committee was divided into two candidates for each position and there are to be voted on by secret ballot.

Out of other committees came suggestions for improvement of WAA magazine and possibly having an outside firm handle the publishing of it.

There were many other reports and the majority of them were very positive and encouraging for the future of NAAA. What was encouraging to me and should be to our state organization is that several of these suggestions were identical to those NAAA was concerned with. They came out of committees prior to my statement.

My turn on the floor

Finally it was my turn to take the floor and make a statement concerning the resolution that was set forth in a letter. The actual statements made and discussions that followed in the next two days were lengthy and at times heated, I'll try to summarize as briefly and hopefully in a manner everyone can understand.

I started off by stating NAAA felt a strong need for aldb members and would continue to do so in the future. I felt I already had been given answers for many gray areas of concern and I was confident I could assure NAAA with infor- mation I had received.

I went on to say that I admitted the resolution was written poorly, and that personal feelings had slipped in and allowed a slanted view on some items in the resolution, but that the intent of resolution was to get NAAA attention on some important issues.

Pleased with committee action

I went on to say that if I were to rewrite it today, March 12, I would eliminate items 2,3,4 & 5 of the resolution and retain 1,6 & 7. I would also make it very clear that NAAA does not want to drop out of NAAA and that would only be a very last resort if nothing was accomplished. Or if I felt I was unable to communicate with individuals in NAAA. Also I reminded the directors that these main items had been brought out of the commit- tee already and I felt that progress was be- ing made in certain areas and that I personally had no more such areas of concern.

After my statement there were several questions as to what were the circumstances which led up to the resolutions, who wrote them, etc. I did my best to explain, but there were still those who felt NAAA should be dropped and the new group started.

The issue went back and forth through the final business session with the result being that we (NAAA) remain as part of NAAA.

President Wood stated that he felt I had been open-minded about the whole issue and also that he felt much progress had been made. I felt the same and without the complete honesty of every- one, there could have been very little ac- complished.

Great concern on the national level

There was still great concern on the national level on whether more old personal files would be retained. I assured NAAA that as long as I represented NAAA there would be none and that I would do my best to get to the bottom of any issues as soon as they might arise. I also stated that I felt communications were the key to most problems present and future.

In order for there to be controversy there has to be two opposing sides to an issue and I would on- ly be willing to say there were no opposing sides on this issue.

But all had support or I could never have gotten a chance to explain the NAAA position in con- connection with NAAA and furthermore nothing would have been accomplished.

There may be questions

I'm sure there are many questions after reading the above article and as to exactly how things were stated, I will have a complete transcript of the meetings which took place and possibly in future NAAA sessions we can discuss them fur- ther.

As a state association I'm sure we would never get into a position where we could close the doors to an individual member wanting to air his feel- ings on a subject. But, also I believe that as of- ficers in the state association and directors on a national level, we must be very discreet in what is relayed on past the state level. We also should be a constant guardian to those individuals that it is so easy to misrepresent what concerns on a state level, let alone on a national level.

I further hope that I accomplished what I was sent out to do, both on a NAAA level and also on the level of NAAA.

I feel very strongly that my position was two- sided and had to be. I never had any intentions that there would be one single winner in this play on search using resolutions, accusations, rumors etc.

Time for business as usual

My only hope is that things could be resolved and business go on as usual with a little give and take from all parties concerned.

It has also brought to surface another very strong concern for North Dakota Ag. Pilots and that is need for us within our state to address those needs and grow in numbers which benefit all. I believe that also stands a very good chance of being accomplished.
New helicopter service

Ben Meier of Jammesdale and Beulah announced that the Dakota-Helicopter Air Service, based at Beulah Airport, Beulah, N.D., is being established. The firm is known as Dakota-Helicopter Air Service, which operates Sikorsky Model 55 Helicopters which are equipped for air ambulance and are capable of handling three to four patients together with two qualified medical personnel over a distance of 200 miles. The Sikorsky’s are set up to provide emergency medical care with a full range of life saving equipment, according to Meier.

According to Meier, Dakota-Helicopter at Beulah can be airborne within five minutes of receiving a call.

The Dakota-Helicopter Air Service can be used to transfer patients between hospital facilities, or to pick up a patient at the scene of an accident or illness.

Several public and private agencies are responsible for calling Dakota-Helicopter including all enforcement agencies, fire departments, ambulance services, hospitals, physicians, disaster safety representatives and other designated authorities, Meier said.

The Sikorsky helicopter is based at the Beulah, N.D. airport and in an all-weather hangar.

A fully-equipped communications center is located at Dakota-Helicopter at Beulah and is manned 24 hours a day and is available for communication with the helicopter crew. During a flight, the flight nurse can communicate by radio with the physician in emergency room on the ground and the facility allows the receiving physician to telephone the Communications Center and speak directly to the nurse in the helicopter. This system allows the flight nurse to request additional medical services to be ready for the patient upon arrival at the hospital.

PERSONNEL

Overall management of Dakota-Helicopter at Beulah is under the direction of the Chief of Emergency Services. Staff members include pilots, communications personnel, paramedics, and skilled flight nurses.

EQUIPMENT

Inside the helicopter a full range of life saving equipment is available including cardiac monitoring and defibrillation devices, suction pumps, ventilating equipment, emergency medicines, intravenous fluids, and oxygen supplies. In addition, specialized equipment is available for obstetric, pediatric, newborn, and burned patients.

Dakota-Helicopter will be capable of handling all emergencies 24 hours a day. In addition, the company will also offer 24-hour telephoned flight nurses, Meier said.

Big Sky appoints

BILLINGS, Montana—Terry D. Marshall, President and Chief Executive Officer of Big Sky Airlines, has announced the appointment of Robert L. Haye to serve as Sr. Vice President and Chief Operating Officer. Haye comes to Big Sky from Republic Airlines following a successful career that began as a ticket agent for Bonan-
za Airlines in 1967. After a brief period, Haye was promoted to assume suc-
cessive responsible management posi-
tions in station operations, cargo, sales and marketing, and public affairs. Most recently, Haye was responsible for the direction and administration of the Community Affairs department, after the acquisition of Hughes Airways by Republic Airlines.

As Sr. Vice President and Chief Operating Officer, Mr. Haye’s primary function will be overall direction of Big Sky’s day-to-day operations, reporting to the President. Current department directors of Flight Operations, Maintenance, Sales & Service, and Facilities, Charter & Cargo will report directly to Haye.

Of the appointment, Marshall states: “Billie’s experience, integrity and sound-
ed judgment will be tremendous assets to Big Sky. We are confident that he will be pleased to acquire an individual with the qualifications he possesses.”

Haye and his wife, Lila, will be mov-
ing to the Billings area from Scottsdale, Arizona in the near future. Currently they have a daughter at home, a college senior in high school and a son, Bryan, at Scottsdale Community College.

Too much gloom and doom

“Financial institutions and ag lenders must help improve the ‘gloom and doom’ attitude toward agriculture in North Dakota,” contends Agriculture Commissioner Paul D. Helmberger, launching an effort to help farmers get a “better shake at the bank.” Jones says that he knows he can’t turn the high interest rates around but he can take a look at his working levels but there are certain conditions and at-
titudes that can be addressed as they are good farmers and good managers suffering from two years of circumstances over which they have no control—drought and global politics.

“Banks’ interest in agriculture has been steadily declining, according to Helmberger, an I.R.A. regional director for the local and statewide conditions which need to be addressed. Another, which he refers to as “we’re-all-in-
this-together” concern, is keeping farm land in production rather than flooding a market with land, which would depress the farm market. It is a common effect for banks and other lenders to be decreasing the price of farm land.

“ Entirely too many ‘gloom and doom’ predictions are making the headlines and that is not exasperating influencing the public attitude toward some of these farmers making it through spring plant-
ing. Farmers, land owners, and ag lenders have tried to set the record straight over the agricultural production ranks in the area. They will stand by their good borrowers, heGo, Banks, said often enough, can become self- fulfilling,” says Jones about his approach to the task of getting the whole financial sector.

The Ag Commissioner goes on to say, in his position paper to the finance and banking institutions, that “Economic projections from Washington and Wall Street are improving. The ag conditions here, however, if some show confidence by the financial community, will get the crop, plant this year’s crucial spring crop. It is crucial, both literally and figurative-
ly, in this time of transition and economic downturn. Farmers need to show con-
fidence in their own ability to become part of the new world market demands. Symbolically, they need to be able to plant seed and have something for the rest of the nation to see as a positive indication that our number one industry has faith in this nation’s future.”

Executive Aviation expands

On March 1, 1982, Executive Aviation, Inc. of Fargo, North Dakota opened a new hangar and front line fuel service at Hector Airport. The new hangar is a $2.0 million dollar project that will provide ramp space for executive aircraft, maintenance and repair facilities, executives’ private offices, conference rooms, lounges, and a café. The new hangar is in the center of the airport, providing easy access to the ramp and checking in for passengers flying to the terminal.

The building facilities will include a registration area, a fuel pool, a marine fueling area for executive aircraft, and corporate aviation facilities. The new facility will allow Executive Aviation to provide better service to the needs of our aviation customers,” said Peter B. Hall, President of Executive Aviation, Inc. “Our facilities contract with both Philips and Motel Oil Companies allow us to provide the fullest range of aviation fuel products, from $2.70 to $2.76 per gallon, for the most competitive price possible.

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tive Aviation to better service the needs of our aviation customers,” said Peter B. Hall, President of Executive Aviation, Inc. “Our facilities contract with both Philips and Motel Oil Companies allow us to provide the fullest range of aviation fuel products, from $2.70 to $2.76 per gallon, for the most competitive price possible.

Catalog available

GRASS VALLEY, CA., March 1, 1982—Radio Systems Technology, Inc., also known as ‘Philips’ and a world leader in radio, television, audio, and entertainment equipment and test equipment kits, announces the availability of its Spring 1982 Catalog.

The 16 page, illustrated catalog contains over 36 different build-it-yourself kits including: several different audio panels, 2 and 4 station aircraft intercoms, marker beacon receivers, channel communications transceivers, inboard, station, and emergency radios, anodized, and several of its kits may also be purchased fully assem-
bled. Various miscellaneous equipment and supplies of interest to general avia-
tion aircraft owners and pilots are also featured in the new catalog.

Copies of the catalog may be obtained free by writing Radio Systems Technol-
ology, Inc., Airport Industrial Park, Grass Valley, CA 95945-9832. Or (out-
side California) call toll free 800-555-6378. The firm’s service number is 916-625-2709.

Ag in economy

In North Dakota, a farm state, goods and services are ranked first among various sectors contributing to this state’s economic activity, according to Norbert Derw, economist at North Dakota State University. Of the $14.6 billion in economic output, including over 7 million unemployed, less than 2 million work on the nation’s 2.3 million farms. Slightly under 3 percent of the nation’s 2.7 trillion gross national product is on farms. Although farm sales are about $116 billion in 1980, farmers utilized inputs worth only $2.2 billion in chemicals and machinery provided by other sectors of the economy. Farmers buy most of the equipment they use to earn their livelihood from within the farm sector.

North Dakota’s gross state product in 1980 was estimated at $1.6 trillion. Agriculture’s share was $1.1 billion. Gross farm sales were $2.3 billion, however, farmers purchased farm inputs from pads outside and from within agriculture. This state’s gross state product accounts for about one-fourth of one percent of the nation’s gross na-
tional product. North Dakota’s farms account for about 1.6 percent of the na-
tion’s farm output. In North Dakota, the average of 32,000 farm workers in 1980 accounted for about 17 percent of total workers in the state.

IRA’s best deal in town

Tax-sheltered individual Retirement Accounts (IRAs) are now in the headlines. IRA’s are investments available to the general public. In beginning this month, nearly every worker is eligible to set up an IRA. These IRA’s allow for a savings of a maximum of $5,000,000 per year. The IRA also allows for the investment and the interest it earns are tax-free until the money is withdrawn upon retirement. Hermanberg adds that married couples are allowed even greater contributions, up to $6,000 per year for a married couple, or $10,000 per year if both partners were employed in 1982. These IRA’s are very attractive in that the investment is tax-free to the IRA holder, while the rest of the money is taxed at the rate it is earned.

Hermanberg thinks that IRA’s are a good idea with one catch. They are: “Anyone who can take advantage of this,” he says, “is being very judicious. Their IRA is more than just a way to make a serious mistake,” he says. “Social Security benefits for members of the post-World War II baby boom won’t be nearly as adequate as they are for retired persons today. Saving $2,000 a year is not enough to ensure some measure of security during retire-

He advised consumers to shop around for the most favorable rates and terms for their IRA’s. Investments in real estate, bonds and loans, brokerages and insurance companies are all investments in IRA’s dollars and terms will vary widely. A wise shopper may begin to consider not only interest rates but the degree of security an institution offers. Other IRA’s that may be attractive for their IRA accounts to $100,000 with the agencies of the federal government. Brokerages and mutual funds com-

Relative Wind

April 1982
Ag sprayers need to be aware of P.R.

By Patrick J. Estes

A look at public relations and the aerial spraying of soybeans in North Dakota was provided in some of the remarks made by Jerry Bieringer, FSDO, Farguson, during the North Dakota Aviation Association annual 1982 convention this winter.

Bieringer opened by noting that the industry is changing and North Dakota aerial spray pilots must change with it.

Public tolerance is low in this consumer interest era, he noted. If spray pilots get close to property or people, the FSDO offices gets complaints.

Areas which were wide open fields a few years ago now have a new noise and business developments. When spraying in congested areas, be very aware of this.

PART 137 allows flight to within 500 feet of people and property when necessary, and he stressed, if not creating a hazard.

When flying, that 500 foot distance must be maintained. During spraying operations be very aware of the regulation requirements on distance allowances to people and property.

During 1981 spray season there were complaints that flights near houses and

--...as created.

...-ing the vicinity of an interstate highway, the traffic increases the chance of creating a hazard.

A hazard, Bieringer said, is not only in the spray areas or in the fields, but in that of the public. A court may agree a hazard was created.

With housing and business developments in areas which used to be all cropland, it may be that crops and weeds will no longer be aerial sprayed due to congestion. A turn around over congested areas is severely, he said.

On the topic of drift, he said, just the smell of a chemical can trigger a complaint, even if invalid. Complaints claim a pilot's time and energy. It is good to fly and try to avoid these situations.

Accidents as an aircraft not intended for spraying is used in agriculture are definitely more catastrophic. Agricultural aircraft are designed to survive crashes.

Use safety equipment including helmet, safety belt, shoulder harness. Check if chemical and sun have weakened materials in the safety belt. The best available restraint system is needed if a crash happens, he said.

Be aware of the human factor, Bieringer said. Fatigue plays a primary role in accidents. In a year 1981 when state ag pilots logged a record number of hours, fatigue and pressure are real dangers. Be wary, he advised.

Discussing aerial spraying safety, Bieringer said the turn around is the most hazardous runway operation in aviation. The tight parameter leaves little room for error.

By Lois Trapp

Farmers were among the first to demand food and drug safety efforts. They understood that their customers wanted the same food they bought was good, and they know also that they were being victimized by unscrupulous practices. Indeed, some of the first and most effective Food and Drug laws were passed in North Dakota.

In 1902, E.F. Land, a chemistry teacher at the North Dakota Agricultural College, and chemist for the new experiment station, issued Bulletin 15, which detailed shocking adulterations: canned foods preserved and flavored with chemicals, colored with harmful aniline dyes, sweetened with saccharin, diluted with water and short in meat, and

...--draped by Saachin, detailed with roasted beans, added flour, paint diluted with water, fertilizer with little plant food.

Through his efforts, the basic food and drug laws that was passed in North Dakota’s race for a 1903—a law which became a model for other states. It was a law with the teeth of publicity as enforcement. The experiment station was required to analyze suspect food and beverages, and to furnish twice a year, a list of adulterated foods to be published in the official county newspapers, together with the brand names, the adulterant and the manufacturer.

Ladd became food commissioner, pure-paint commissioner, oil inspector, beet inspector, and grain inspector. His efforts in the consumer field, he was named president of the Agricultural College, and later a U.S. Senator.

Although the first pure food legislation was introduced in Congress in 1897 and although it was obvious, as interstate commerce grew, that the laws was not effective to regulate pure food standards, the bill died in committee.

Congress now reviewing FDA laws.

President Nixon in his message to Congress in 1971 expressed the need for a new food and drug law. Congress has been responding, and during the 92nd Congress was considering food and drug amendments.

FDA laws now being reviewed:

1. All new additives are subject to pre-clearance.

2. Additives already on the market that had a 30 month grace period in which tolerance levels were to be established.

3. All substances that were on the Generally Recognized as Safe list were exempt from regulation.

4. Additives already approved under the 1938 Act were to be considered for safety and could be removed if necessary.

Enter the Delaney Clause. The clause stipulates that no additive shall be deemed to be safe if it is found, after tests which are appropriate for the evaluation of safety of food additives, to induce cancer in man or animal.

While the clause was opposed by some scientists, and by the Department of Health, Education and Welfare, who argued that a safe level in food was the same as in urine. The clause was a compromise and was inserted in the new law at the request of the drugmakers.

The new Delaney clause was to be interpreted by the Food and Drug Administration in the same manner as the 1938 law. The new law eliminated the need for a demonstration of safety for every additive.

The new law was designed to protect the public health by not allowing any food additive that was shown to cause cancer in animals. The new law was to be interpreted by the FDA.

The Delaney clause which was to be in effect in 1981 had been a disaster to the pork industry, and was defeated when insufficient evidence was found to ban sodium nitrite, a meat preservative used in cured meats.

The 92th Congress will be considering food safety amendments, and hearings started in November. With the Reagan Administration’s call for deregulation in many areas, the consumer advocates will be very suspicious of any lessening in standards of safety. Food processors and some farm groups contend that some regulations are too stringent.

The FDA proposes a definition of “safe” to mean, “the absence of significant risk under the intended conditions of use in reference to the health of man or animals.”

Proponents of the new rules argue that safety is a “risk versus benefit” ratio and that present mechanisms consider only risk; that policy makers have not ignored the right and responsibility of consumers to freely choose acceptable risks.

Opponents argue that the “risk versus benefit” argument is a cynical disregard for the safety of food, drugs and chemicals in favor of profits. It promises to be a lively battle and one that farmers will be watching closely.

DuPont label

DuPont has just released a revised experimental label on their new herbicide, according to E.V. Eberlein, extension weed specialist at North Dakota State University.

The new Glean label restricts use rates of Gleen to 1/16 to 2/3 ounce per acre of product in wheat and barley, and 1/13 to 1/3 ounce per acre, in all crops in a fallow that will be planted to wheat.

Gleen will cost $4.05 per ounce of product and will cost from 62 to 67 cents per acre, according to the specialist.
Explores ag role in state economics

By Patricia J. Estes

The role of agriculture in the economies of the midwest was explored by Norbert Darrow, NDRE, at the North Dakota Aviation Association annual convention in Dickinson in late January.

Agriculture represents 60 to 70 percent of the basic industries input into the state economy. These basic industries bring to the state the ingredients found in grains and oil seeds, North Dakota farmers bring to the nation crops and commodities and is thus in a strong position.

There is pressure on the farmer, he said, to keep up with the growing product demand. The United States farmer, however, is currently caught in a cost price squeeze. High interest rates have hit farmers hard especially if the farmer is either just starting out or expanding.

Major export increases in grains and oil seeds

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Prop failures reported

(FAA Report)

Propeller blade shank failures have occurred on aircraft equipped with Hartzell compact propellers; the failures resulting from high stresses produced by overspeed conditions. Because of these failures, AD 77-12-66 was issued requiring that Hartzell "Y" shank propeller blades be inspected and/or reworked in accordance with service bulletin 118A. This service bulletin also requires the testing of the tachometer for accuracy at the initial inspection and at each annual inspection thereafter. The tachometer must be accurate within ± 25 RPM or be replaced.

Check your maintenance records to insure your aircraft is in compliance with this airworthiness directive.

Locate bee yards

This signals an improved agricultural export market since people have to eat, Darrow said.

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A new AGNET agricultural network computer program is on line to provide timely and accurate information to North Dakota aerial applicators on the location of registered bee yards.

The AGNET program is called BEE SITE and provides the aerial applicators with a list of bee yard locations, name of the beekeeper and his telephone number. According to Judy Carlton, Director of the Apairy Division with the North Dakota Department of Agriculture, this would allow the aerial applicator to notify beekeepers to protect their hives in and adjacent to fields that are to be sprayed.

The honey bee is attracted to most flowering plants for nectar and pollen. This activity benefits both the bee and the plants, since the honey bee will key into one particular species of plant flowers and serve an important role in carrying pollen from one plant to the next. Alfalfa, sunflower, sweet clover, mustard, rape seed, buckwheat, fruit trees and garden crops are frequently visited by honey bees.

With many bee yards located near sunflower, problems developing when spraying is required during the bloom period. During the past few years, seed weevil population have been quite high in the southeastern one-third of North Dakota, says Dennis Kopp, Entomologist with the North Dakota State University. Unfortunately, the proper time for insecticidal control of the seed weevil coincides with the peak period of bee visits to that crop. If steps are not taken to protect bees foraging in blooming sunflowers, substantial bee kills may occur from seed weevil sprays, Kopp cautioned.

BEE SITE is one program listed on AGNET, the computer system now available at each County Extension Office. This program lists all registered bee yards, including pollination yards. Aerial applicators may obtain a listing of the bee yards in one or more townsships in one printout. This printout will contain the legal description of the location of the bee yard to the nearest quarter section, type of yard (commercial, non-commercial or pollination), beekeeper's name, address and telephone number. The North Dakota Department of Agriculture is responsible for keeping the list current. The list is updated daily, and subject to change.

By using this program, hopefully the number of bee kills will be reduced. The North Dakota Department of Agriculture would appreciate any inform-
In defense of pesticides

The idea that chemical weed control makes weed problems worse is contradicted by worldwide experience. Herbicides have reduced the productivity of millions of acres of land formerly infested with noxious weeds. The acreage of noxious perennial weeds in the U.S. has declined steadily in recent years.

Contrary to Mr. Zwerdling's statement, the "green revolution" did not simply extend monocultures as a means of crop production. The term green revolution applies to the diffusion of appropriate modern agricultural technology into the underdeveloped areas of the world. Monoculture, the practice of growing one crop in a field at one time, has been a standard procedure since biblical times and is described and defended at length by Roman writers on agriculture.

Mr. Zwerdling looks upon the rapid increase in the use of pesticides as a measure of their failure rather than their usefulness. Virtually all of the recent increased use of pesticides is in herbicides and is part of a worldwide trend to substitute these chemicals for tillage as a means of weed control. The saving in fuel alone virtually makes this worthwhile. The new procedures called conservation tillage, some of which involve use of pesticides, can increase crop yields, energy, increase yields, and greatly reduce soil erosion. Such procedures are applicable wherever it is clearly the best way. They have been adopted by the U.S.D.A. Soil Conservation Service, the Soil Conservation Society of America, and most states, water, and crop scientists in the developed world. The average annual loss of soil from tilled land is approximately 5 tons per acre per year; eroded into streams and valleys by wind and water. Conservation tillage may reduce this loss by 50%, or more.

Mr. Zwerdling, who seems uncertain about the knowledge that organisms have adapted to control measures, feels that any control measure leads to some degree of resistance by the pest to that measure. For example, our crop pests are remarkably resistant to tillage as a result of exposure to intensive cultivation for thousands of years. Fly swatters select out strains of insects that are quicker to react to a swatting time. Sulfur drugs cause selective growth of bacteria resistant to these chemicals, and the same continues for their replacements, the modern antibiotics.

Flies will someday become resistant to the synthetic insecticides as a result of their use. These results will not be monster flies or superfleas, but will simply be ordinary flies resistant to one or another class of pesticide or flea collar. The same is true of cockroaches. There will be new kinds of fleas and collars and medicines to combat them. It may be that we will perhaps get ahead of the game. Each new procedure becomes more or less obsolete as time passes. It is in a game that we cannot win without complete and absolute victory. It is simply evolution in action, and it applies to all living things and all measures applied against them, whether chemical, physical, or biological. Perhaps Mr. Zwerdling's despair over the status of pest control is his way of recognizing these dismal facts.

There is clearly no permanent solution to protecting ourselves and our resources from pests. Yet there is more for the optimist to hope for than there is for the one trusting to nature as Mr. Zwerdling recommends. Two-thirds of our pesticide use is weed killing. Weeds develop resistance to chemicals only slowly, and with rare exceptions there has been no serious impact on the effectiveness of these chemical weapons. The 30 or 30 years of their use has resulted in the development of more effective chemicals. We can still expect to use glowes and rakes and mowing machines and traps, and we can still hunt the pest, but we will now have the never-ending job of pest control. And no doubt we shall continue to have instant experts to be perplexed by it all.

Perhaps paralysis or the flea collar will be in 10 or 30 years. But then who knows better the way of accomplishing the same thing will not be invented? In any event, science will have produced something new for scratching for one generation of dogs, which surely isn't all bad.

Of interest to ag sprayers

Pesticide accidents

Agriculture Commissioner Mark Swiss announced that several other state agencies have entered into an agreement with the Minnesota Department of Agriculture to expedite state government response to incidents involving pesticides and fertilizers that have potential threat to public health and safety.

Co-signers of the pact with Agriculture are the Minnesota Department of Health, Public Safety, Natural Resources, and the Minnesota Pollution Control Authority.

The agreement established an emergency response team for pesticide and fertilizer accidents. The team will be available to respond to potential incidents as soon as possible and to advise on the successful exposure to an incident involving pesticides and/or fertilizers. The team may include: transportation accident, food, heat, spill, explosion or fire.

In the event of an agricultural chemical incident, the team response will be to:

1. Provide technical assistance to local government agencies as an to help evaluate the extent of the potential threat to public health and safety; and advise appropriate individuals on proper handling of the involved chemicals; and monitor water, soil and debris for existing or potential threat to man or the environment.

2. Provide information regarding appropriate disposal and decontamination methods.

3. Insure that maximum protection of the environment is provided.


The agreement involves with or having knowledge of any incident involving pesticides or fertilizers may contact the new emergency response team at the following telephone numbers:

Minnesota Department of Agriculture, (612) 297-2528 during office hours (7:30 a.m. to 4:30 p.m.), or (612) 459-8456 during non-office hours; Minnesota Pollution Control Agency, (612) 297-7237, a 24-hour telephone.

Written inquiries regarding the emergency response team should be addressed to David W. Daily, Pesticide Control Specialist, Agrometry Services Division, Minnesota Department of Agriculture, 66 West Palace Boulevard, St. Paul, Minnesota 55109.

Will there be enough food?

"Will There Be Enough Food?" is the 42nd volume to carry the title of the Yearbook of Agriculture. This designation formally began with the 1894 and a 19 yearbook and has been issued annually since, with a few exceptions due principally to wartime suspension of publication.

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The following are members of the North Dakota Aviation Association Booster Club.

This membership, above and beyond regular or industrial membership, helps to support the operating costs of the annual NDAA convention; publication of Relative Wind and overall NDAA budget through extra monetary contributions.

The NDAA Board of Directors, on behalf of the membership, extends a thank you for this Booster support.

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FAA reports

Expanded tower

(ETEC)

To enhance the air traffic system and improve service, tower en route control has been expanded by extending the geographical/vertical limits and developing new routes at selected approach control facilities. The program will allow pilots in many areas to transition from one point to another without entering Central air space. The expanded tower en route control (ETEC) program will be applied, generally, for twin-turbojet aircraft operating below 10,000 feet and for flights of two hours duration, or less. Longer flights may require extensive ATC coordination which could result in unanticipated delays.

Specific route altitude and city pair information will be disseminated by Faa through airmen. Graphics and route description will be published in the January 21, 1982 edition of the Airport/Facility Directory.

Pilots are equipped to file these routes when desiring to participate in the program. Tower en route will be expanded as a result of further development. In North Dakota, tower en route is currently available between Fargo and Grand Forks.

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Mills asks for ATCO cooperation in 1982

Lee Mills, Chief FSDO, Fargo, asked cooperation of the ATCO sector of N.D. aviation during the N.D. Aviation Association annual convention this winter.

Mills noted that FAA inspection of ATCO operations is not intended to be an adversary relationship but one to assist ATCO operators in complying with FAA regulations.

These inspections can be a learning tool for ATCO managers, he said. The operators manual can be a key management tool rather than just a set of records kept to satisfy FAA regulations.

During inspections, Mills said, interesting data is found, particularly in record keeping. Sometimes the proper paperwork is not completed.

Professionalism, he said, dictates doing the paper work in a timely complete manner.

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April 1982
ASHLEY . . . . . is planning to grade and double armor a seal on a new runway (NW-SE 600'). Negotiations for the county crew to do the work are underway. Hopefully this project can be completed this summer. Ashley is an example to show the importance of an airfield to enhance industrial development and marketing of local products.

CARRINGTON . . . . . will seal coat both runways this summer. They may use a new rubberized seal coat on one runway and the conventional seal coat on the other. This would allow to analyze the cost comparison, product reliability, crack retention, surface texture and other items.

MEDORA . . . . . The Aeronautics Commission staff is reviewing preliminary plans to construct a 3600' runway on the butte by town. Will involve a large quantity of dirt to fill a coulee to acquire the runway length. Another project by the staff is pending upon the U.S. Army Corps of Engineers' approval to have the mining below the Garrison Dam to the Aeronautics Commission.

LEEDS . . . . . has had meetings with the Highway Department on routing the new highway across their runway. Plans for 1983 or later will necessitate a new airport for the community by this action. Their board must start looking for land for replacement of the airport near town.

KINDRED . . . . . will hard surface the 3600' gravel runway constructed a few years ago. Funding for this project is possible by the Regional Airport concept involving the communities of Kindred and Davenport with the four surrounding townships.

TURTLE LAKE . . . is again trying to locate a site for an airport. Last year's plans fell through and they will consider some land 1 mile east of town near the canal.

LISBON . . . . . is considering forming an Airport Authority to undertake the following projects: New runway lights and wiring system, lighted wind cone, rotating beacon and painting the runway. They had done a seal coat on the existing 3600' runway last year.

OAKES . . . . . must consider maintenance of their new airport asphalt surfaces. Cracks are appearing at stress points due to the freeze-thaw action of this season. They will contact some rubberized crack filling firms for price quotes. If you need information on crack filling, call the N.D. Aeronautics Commission. This expensive asphaltic public investment must not be overlooked and repair every year is a must.

When Pigeongrass and Broadleaves threaten spring wheat... START THE Stampede

April 1982 Relative Wind Page 11

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