Ground broken at UND for starting aerospace and atmospheric center

Ground was broken on the University of North Dakota campus on June 28, 1982 marking the start of construction of a $1,300,000 center for Aerospace and Atmospheric Studies. Paul Bohr, Director of the Great Lakes Region of the Federal Aviation Administration turned over the first spade of soil in the ceremony.

Presiding at the ground breaking was Thomas J. Clifford, President of the University of North Dakota. An official welcome was given by John D. Odegard, Chairman of the Department of Aviation of UND.

Paul Bohr, FAA Regional Director, Chicago, U.S. Senator Mark Andrews (R-N.) and State Senator Bryce Streibel, Fessenden all made short speeches giving the background which resulted in a rare opportunity for the University of North Dakota to solidify its lead in aviation instruction and research. The ground breaking kicked off construction of the nation's first academic center solely devoted to aerospace and atmospheric studies.

Among the 100 guests attending the event were Harold G. Vavra, Director of the North Dakota Aeronautics Commission and Roger Pfeiffer, Assistant Director. Attending the event were staff members of the Grand Forks FAA control tower and flight service station, officials and students of the Department of Aviation of UND and Mark Fox of Free Associates, Fargo, who are the architects on the project.

The University of North Dakota, Department of Aviation building committee members are: Dr. Patrick Brady, Aviation, Chairman, and members Gordon Kroeber, Assistant to the President for Facilities, Prof. Donald Smith, Prof. Robert Molenaar and Bob Reis all from the Department of Aviation and Russ Reinhold Aviation student, who is President of the student council.

Coincidence of Needs
Planning for the new building began in the spring of 1981. UND's aviation program, which has grown from 13 students when it was established in 1969 to some 50 majors, is one of the most popular programs in the University. With this dramatic increase in enrollment and as aviation expanded its role in atmospheric research and added new programs in weather modification and meteorology studies, department chairman John Odegard and State Sen. Bryce Streibel of Fessenden pass to the university the need for trained control tower and center personnel became acute. The Federal Aviation Administration began looking at universities with aviation programs to help fill the gap. U.S. Sen. Andrews turned this situation into an opportunity for UND as well as the FAA. Sen. Andrews is Chairman of the Senate Subcommittee on Appropriations for Transportation. A $4 million federal appropriation for a training facility for air traffic controllers soon followed.

When this building is completed in the fall of 1983, UND will be one of a handful of institutions nationwide engaged in providing well educated individuals to enter the FAA air traffic control training program. The Center for Aerospace and Atmospheric Studies will also provide aviation and meteorological instruction, and will house atmospheric research facilities. This will provide one of the most versatile and sophisticated educational facilities in the United States.

Building Facts
The three-story building will contain more than 51,000 square feet of space, including classrooms, lecture halls, offices and teaching as well as research laboratories. Among its special features are two large atriums, which will provide illumination and heat, and an atmosphere (a modified planetarium) seating 300, which will be used educationally and will also offer programs for the general public. The brick and concrete building will be 112 feet wide and 220 feet long. It will be located at the corner of University Avenue and Tulane Drive.

The building will house an expanded aviation program, with classrooms and labs for instruction in aviation with special rooms and simulators for air traffic control instruction and facilities for flight planning and atmospheric research.

The U.S. Department of Transportation has appropriated $4 million for the facility with another $100,000 to come from the estate of the late Arthur Anderson.

Schroeder named to NORAD post

Major General Darrel G. Schroeder, well known in North Dakota and Minneapolis aviation, is special assistant to the Commander-in-Chief of the North American Air Defense Command (NORAD). Acting as a direct liaison between the National Guard Bureau and NORAD, General Schroeder's duties will include regular visits to the many units which are part of the overall NORAD defense network.

General Schroeder joined the North Dakota Air National Guard while in high school and served as a mechanic. He attended North Dakota State University and was commissioned in the U.S. Air Force. As a pilot with the USAF he flew jets in Germany and France. When discharged from active duty he returned to re-join the Air National Guard as a pilot. He was the commander of the North Dakota unit, and his final assignment was Chief of Staff of the North Dakota Air National Guard.

As special assistant to the commander of NORAD, General Schroeder replaced Major General John B. Doyne from the Minnesota Air National Guard.

Mr. Schroeder is also a member of the North Dakota Aeronautics Commission.

- Minnesota Flyer Mag. - June, 82 Issue
Aviation should resume strong growth rate

Aviation is expected to resume a relatively strong growth rate in Fiscal Year 1985, according to the Federal Aviation Administration's annual long-range forecast.

Airliner revenue passenger en-
planements, which peaked at 316.7
million in 1979 and then began to
slide, will bottom out in the current
fiscal year at 277.8 million and grow
to an annual rate of 4.6 percent through
FY 1985. The forecast is expected to be
322.8 million in FY 1985, 431 million
in FY 1990 and 492.2 million in FY 1993.

Even more significant gains are pro-
jected for the commuter airlines as
they pick up additional routes dropped
by the larger carriers and develop new
markets in smaller communities. Commu-
nuter aircraft operations are expected
to almost double during the forecast
period, reaching 3.1 million in FY 1983.
Revenue passenger enplanements
will jump in the same time frame, going
from 12.0 million in FY 1981 to 34.5
million in FY 1993.

The forecast report points out that
despite a soft market for light general
aviation aircraft, production of business
turbo-prop and turbojet air-
craft increased in 1981 and total dollar
value was higher than the 1980 level.
The report notes that the long term
outlook for general aviation remains
optimistic and that the number of hours
flown by private and business aircraft
will increase from 4.3 million to 71.3
million over the FY 1985-1993 forecast
period.

The size of the active general aviation
fleet, meanwhile, is expected to in-
crease from the January 1982 level of
214,000 to 332,900 in January 1993 with
large, sophisticated aircraft accounting
to an increasing share of the total in-
ventory. For example, the report says
40 percent of powered air-
craft in the fleet will rise from 3.4 per-
cent to 4.7 percent and attributes this
to "increasing business use of general aviation."

Civilian use of helicopters is also in-
creasing significantly. The active fleet
slightly increased from 6,500 in 1982 to
11,900 in 1993 and hours flown will rise
from 2.8 million to 5.5 million.

Three growth trends will be reflected
at FAA's air traffic control facilities in the
Fiscal Years 1982-1993 forecast period,
with lower operations increasing from
52.6 million to 134.4 en route center traf-
fic from 27 million to 43.4 million, and
total flight service at high service sta-
tions from 61.2 million to 96.4 million.

"In summary," the report concludes,
"aviation activity will experience a
decline in 1982 but is then expected to
grow faster than the general economy.
Aviation will continue to dominate all
other transportation modes in the
commercial intercity passenger market.

The FAA ‘s Air Traffic Forecast - Fiscal Years 1985-1993 ’ is based on improved models of general aviation and air car-
errier activities used in previous forecasts and on projections of economic variables provided by the Off-
cifice of Management and Budget. It in-
cludes three alternative scenarios,
running from economic expansion to
recession, to give planners additional
perspectives.

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New flight service station in N.D.?  

The Great Lakes Region of the FAA, Chicago, has advised the N.D. State Aeronautics Commission it will seek offers from potential lessors of a building on an airport to house a new FAA automated flight service station (AFSS) in North Dakota.

The FAA meeting for potential Lessors will be held on August 29, 1995 at 10:00 a.m. at the Ramada Inn, Highway 81 North, Minot, N.D., according to Ronald C. Janeck, Contracting Officer of the FAA, Chicago (Tel:312-496-7170), who selected the location and date of the meeting.

Invitational letters will be sent to the airport managers and airport authorities operating public use airports in North Dakota.

Communities interested in providing the FAA for an automated flight service station (AFSS) on their local airport in return for tangible economic benefits to be derived from such a facility can learn about the FAA’s leasing procedures in a briefing meeting to be held at Minot.

National Program to Modernize FAA Flight Service Stations

A key element to the FAA’s air traffic control system is the Flight Service Station (AFSS). At present there are 317 AFSS’s throughout the U.S. and its possessions. Although the AFSS does not normally control traffic, their staff of 6,900 specialists provide general aviation with all the essential services and necessary information with which to plan and conduct operations efficiently and safely. In North Dakota FSS’s are located at Dickinson, Grand Forks, Jamestown and Minot.

In the past 25 years, the FAA has recognized the need to modernize these FSS’s. As a result of numerous studies and surveys, the FAA has devised a total new systems approach to the problem of modernizing equipment, facilities and techniques to meet essential needs of general aviation and at less cost to the taxpayer.

To implement this new automated system, the FAA is now preparing to consolidate 317 existing facilities into 61 Automated Flight Service Stations, which according to the FAA, will save the taxpayers an estimated $5 billion in reduced personnel requirements by 1995.

The FAA announced in November, 1981 the solicitation of 14 sites for the AFSS’s would be conducted around the nation, and tentatively identified 47 other sites, as well. Since that time, there has been a refinement in plans and as a result, the FAA in now seeking to involve local communities in providing space for these facilities. At the Minot meeting solicitation for offers (SFO) packages will be distributed and explained.

There were more air passengers in June

Airline passengers in the month of June increased an average of 15 percent to seven North Dakota cities compared with May this year, according to Harold G. Vavra, director of the State Aeronautics Commission.

Airline passengers in and out of seven North Dakota cities totaled 77,087 in June compared with 67,785 in May this year, an increase of 8,294 in one month, Vavra said.

Grand Forks airport is in the top 15

According to a survey released by the Airport Operators Council International (AOCI), the Grand Forks Municipal Airport is one of the top 15 in terms of general aviation operations.

The survey period was the month of June.

Vavra said he expects July to be much better with full air service in North Dakota.

It is normal for airline passenger business to increase in North Dakota in June compared with May, but an average increase this year of 15 percent is substantially greater than a 7 percent average increase that occurred last year in June compared with the month of May.

Airline passenger business is considered one of the leading indicators of future business trends if it continues upward, Vavra said. It most always turns positive well in advance of other business conditions.

If airline passenger business in North Dakota continues as it is in July and August this will be a good sign, he added.

Spending plan is key to air traffic control

Opponents of the FAA’s 20-year Air Traffic Control (ATC) Modernization Plan frequently criticize the need for its tremendously increased capacity levels. They claim air traffic growth will not meet the agency’s projections and thus make such a sophisticated system unnecessary. Although they recognize that the current system is approaching obsolescence and must be updated, these people believe that FAA’s proposal goes too far.

This viewpoint may be valid, because the FAA’s long-term traffic estimates — the statistical basis for the Plan — are difficult to validate. History shows, however, that the agency is quite capable at making short-range projections.

It is important to understand that the ATC Plan is a combination of these projections. The short-term goal is to replace the current hodge-podge of old ATC computers with a common, consistent system.

Replacement components are no longer manufactured for these obsolete computers. Additionally, the present IFR system is extremely labor-intensive. In six or seven years, an estimated 27,000 controllers would be needed to operate today’s equipment. Considering that this manpower level is 150 percent of the controllers working on August 5, 1981, a highly automated system appears especially cost-effective.

Only after the basic computer replacement is accomplished will the ultra-sophisticated components of the system be installed.

With this in mind, Congress will approve only a five-year spending plan, not the full 20-year program.

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August 1992

Relative Wind
Aeronautics Commission mails spray apporitionment checks to county treasurers

The North Dakota Aeronautics Commission has mailed checks to 51 County Treasurers for a total disbursement of $30,996.93, which represents the County apporitionment of aircraft and aerial spray license fees collected in the State during 1981. A total of 1,724 airplanes and helicopters were licensed in North Dakota last year.

Cass, Grand Forks and Ward Counties registered the largest number of airplanes with Cass registering 229 airplanes, Grand Forks 168 and Ward 127 airplanes.

The County apporitionment of funds amounts to 75 percent of each resident aircraft registration and 26 percent of aerial crop spraying fees collected, as provided in the State Aeronautics Act. The County treasurer in turn must pay the county share to municipalities and airport authorities within the county owning and operating public airports.

The funds are specifically earmarked for airport maintenance or improvements.

Aircraft registration fees are based on the maximum gross weight and the manufacture year of each plane.

The top counties with the number of aircraft and amounts paid the county treasurers follow:

<table>
<thead>
<tr>
<th>County</th>
<th>Number of Airlines</th>
<th>County Payment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Cass</td>
<td>229</td>
<td>$33,712.77</td>
</tr>
<tr>
<td>2. Grand Forks</td>
<td>108</td>
<td>2,582.68</td>
</tr>
<tr>
<td>3. Ward</td>
<td>137</td>
<td>1,773.30</td>
</tr>
<tr>
<td>4. Burleigh</td>
<td>113</td>
<td>2,171.01</td>
</tr>
<tr>
<td>5. Williams</td>
<td>91</td>
<td>1,496.14</td>
</tr>
<tr>
<td>6. Richland</td>
<td>58</td>
<td>999.75</td>
</tr>
<tr>
<td>7. Stutsman</td>
<td>56</td>
<td>1,015.13</td>
</tr>
<tr>
<td>8. Pembina</td>
<td>54</td>
<td>1,296.47</td>
</tr>
<tr>
<td>9. McClain</td>
<td>44</td>
<td>608.61</td>
</tr>
<tr>
<td>10. Walsh</td>
<td>42</td>
<td>725.40</td>
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</tbody>
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Calvin Pitts: Enthusiasm helps make progress

By Kris Smith

"The very little we must not do is direct our young people away from aviation."

Air travel is the transportation mode of the future, according to Calvin Pitts, a project officer for the Aeronautical Information Center at the NASA-Ames Research Center in Moffet Field, Calif.

"Every day a half million people will board commercial aircraft; over 200,000 pilots fly their own airplanes—this means there are over one million people involved," he said.

In his talk at the University of North Dakota's spring aviation seminar, Pitts discussed futuristic types of travel, and said, "it all starts in a research facility—behind the scenes."

"We try to incorporate all the technology into a single concept: a space transportation system, or as you know it, the space shuttle," he said.

"Unlike Saturn V, these engines have to be able to fire up to 100 times... The shuttle is going to prove space transportation is economical."

Pitts said space travel is a direct spin-off of past technologies and dreams, saying "we are now living the stories dreamed by science fiction writers 20 to 40 years ago."

"Space travel can be used to help problems on earth, he said. "The shuttle is the new transportation system. Would you have dreamed an airplane could be vital to space technology? This is directly how our transportation system is going."

Pitts referred to the 1960 flight of the Wright brothers at Kitty Hawk as the first step in aerodynamics... And there was (Charles) Lindbergh and Amelia Earhart. This left open the door for many serious and not-so-serious designers, such as the flying wing concept by Jack Northrup.

"We have been able to make progress because of the enthusiasm of these men and women," Pitts said. "Many people have dreams, but you need to convince a skeptical public to get the reality."

He said research is the key to future developments: "The door for researchers is continuously open with women becoming technically qualified," he said. "Be careful, I would say to these women, because what you dream may come to pass." He also stated that if cost-benefit ratios had governed our society... Einstein would have given up and gone back to Germany.

"We stand today at a critical crossroads, with impossible solutions," Pitts said. "Impossible, that is, if we don't have the will. Consider DaVinci's dream: Do you realize how lucky we are to be realizing that dream?"

The key to dreams is research, he said.

"They dared to be free. Our ultimate desire is to be free," Pitts said. "It was common people, in a common cause, who stepped into the open and opened the door."

Pitts' current flight test projects include GAW Waggles on light wing loading aircraft and aircraft icing. He has also done flight test work that has appeared in Plane and Pilot and AGA magazines. Pitts is a member of the American Institute of Aeronautics, Society of Air Safety Investigators, International Aeronautical Club and the Soaring Society of America. A former FBO chief pilot, Pitts has accumulated over 8,000 hours of pilot-instructor flight time.

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Relative Wind
Jones announces applicator certification grant

Commissioner of Agriculture Kent Jones announced the North Dakota Department of Agriculture has been awarded $20,000 by the Environmental Protection Agency to administer the State Applicator Certification Program.

Jones said, "I am glad to see this program being continued. It is necessary for our farmers to be knowledgeable about pesticides and to be trained in how to apply them safely and effectively."

"These funds will be passed through to the Cooperative Extension Service at North Dakota State University so training sessions can be conducted for North Dakota farmers, dealers, and cooperative applicators," said Jones.

The grant is awarded in accordance with the Federal Grant and Cooperative Agreement Act of 1977.

Shearer turns her attention from 2, 4-D to picloram (Tordon)

Dr. Ruth Shearer, a self-proclaimed health researcher (from the state of Washington) who in the past has lectured audiences on the dangers of 2, 4-D, has turned her attention to picloram (Tordon).

"What I am seeing with picloram poisonings are patterns of chronic symptoms: headaches, problems with vision, weakness and fatigue, skin ailments, enlarged livers, respiratory difficulties, extensive kidney damage. I know Dow says picloram is three times less toxic than salt, but salt doesn't cause cancer. The EPA says it is safe, basing their assumption on a group of nonsense reports. They ignore these cases around the country. They allow the company to conduct its own research. The more you get inside this thing, the more you see it stinks." Dr. Shearer said.

Shearer's comments appeared in an article slamming picloram, titled "Agent White" which appeared in the March issue of Inquiry Magazine and an April issue of a leading Washington paper.

Farm facts

- One farmer or farmworker creates jobs for more than 5 (5.2) nonfarm men and women, who produce the items farmers need and who process, transport and merchandise the crops that farmers harvest for sale.
- American agriculture is the world's largest commercial industry, with assets exceeding $1 trillion. This industry employs nearly 21 million people, a full 20 percent of America's total labor force. The agricultural industry encompasses manufacturing, transportation, processing and merchandising.
- Pesticide use has changed: Fifty years ago, there were 6.5 million farms in the US, the average-sized farm was 145 acres, and there were 13 million farmers and farmworkers, each of whom produced enough food and fiber for 11 people. Today, there are 2.3 million farms, the average is 560 acres, and 3.7 million farmers and farmworkers each produce enough food and fiber for 78 people. The major reason for this vast change? Highly productive agricultural research and technology and highly efficient farmers.
- In the last 30 years, agricultural productivity per hour has increased more than 25 times as fast as the nonagricultural productivity rate.
- Twenty years ago, the farmer's share of the consumer's retail food dollar (that was grown on U.S. farms) was $18. Today, the farmer's share is 37 cents.
- Today, one hour of farm labor produces 14 times as much food and crops as it did 60 years ago.
- Farmers pay about $2.5 billion in farm real estate taxes annually, $66 million in personal property taxes, $3.8 billion in Federal and State income taxes, and about $144 million in sales taxes.
- Annually, farmers spend about $15 billion for goods and services to produce crops and livestock. In addition, they spend up to $46 billion in personal taxes, investments, and for consumer things that city people buy.

... more farm facts

- Like everyone else—and even more so, as both businessmen/producers and consumers—farmers feel the pinch of inflation.
- The average cost of commodities, interest, taxes, and farm wage rates has climbed 150 percent in the last 16 years. In the same period, the consumer price index for urban consumers (CPI) has climbed about 125 percent.
- How did the farmer's pocketbook fare during this 10-year period of inflation and rising prices? What purchasing power did he or she derive from the investment, risk and effort of farming? In 1967 dollars, net income from farming per farm family dropped 39 percent, from $4,136 to $3,314.

For the population as a whole, per capita disposable income increased by nearly the same proportion. While the majority of farm families, reliant on off-farm income for a significant proportion of their income, shared in this gain, the industry-leading 7 percent—who generate more than 56 percent of the sales—were hurt because they depend on farm income for 97 percent or more of family income.

These percentages include spending for food consumed both at home and away from home. Spending away from home has increased from 4 percent to 44 percent of after-tax income since 1960; spending on groceries consumed at home has declined from 46 percent in 1960 to 12.5 percent in 1970-74, according to Commerce Department figures. Labor Department surveys indicate that consumers in different income groups spend from 29 percent (under $5,000 reported annual income) of before-tax income, including public assistance, to 46 percent (above $20,000 a year).

In 1972 dollars, U.S. per capita disposable (after-tax) personal income rose from $3,860 in 1972 to $4,130 in the third quarter of 1981, a gain of 17.4 percent. In 1979, 10 percent of the farms collectively received nearly 50 percent of their income from off-farm jobs or investments; these farms, with gross sales of less than $100,000 a year, accounted for almost 64 percent of cash receipts from farming.

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Page 5

August 1982

Relative Wind
Big city increases less severe thanks to airline deregulation

Regarded by permission from The Bismarck Tribune — Friday, July 9, 1982

By Scott Sloap
Tribune Staff Writer

While the average cost of an airline ticket in Bismarck has more than doubled since 1978, air fare increases in larger Midwestern cities, particularly Minneapolis and St. Paul, have been far worse.

The reason?

Airline deregulation, according to a new study from the Upper Midwest Council, a non-profit research group headquartered in Minneapolis.

Confirming the suspicions of many an air passenger, the council’s eight-month study places Bismarck on the list of Midwest cities that have not benefited from air decontrol.

“Long as air fares are deregulated, small cities seem likely to be at a disadvantage,” the report concludes.

Airline fares, the study points out, once were a crumbly yardstick of the distance between airports. The greater the distance, the greater the cost of the ticket.

It worked this way: a one-way ticket from Bismarck to San Francisco cost $327 in January 1978, prior to the onset of air decontrol. If the starting point of the trip was moved farther east to Minneapolis, the average fare went up slightly to $310.

Under airline deregulation, the air fare has come to rival the cubist art as the least used unit of measurement. The reason is simple: airline ticket costs no longer mirror the distance flown.

According to the council’s study, the same Bismarck-San Francisco ticket increased to an average of $327 in January 1982, an increase of nearly 119 percent.

For a passenger embarking in Minneapolis, though, a flight to the same city cost just $189, reflecting a 39 percent increase, up to less than 13 percent from the 1978 level.

Nationwide, air fares have increased an average of 71 percent since 1978. In Bismarck, the increase has been steeper, with an airline ticket price an average of 102 percent higher than in early 1978.

But as the San Francisco fare suggests, the same rocketing prices have not prevailed in Minneapolis-St. Paul, where airline fares edged up 25.3 percent over the four years.

The Upper Midwest Council study notes that the rise in the Consumer Price Index in Minneapolis-St. Paul, has been far less.

“Upper Midwest is perhaps less likely than other parts of the nation to reap benefits from the airline system that deregulation is creating,” the study found.

Paralleling similar developments in rail, energy, broadcasting, trucking and banking, the movement to free U.S. airlines from federal control began in earnest with the federal Air Transport Decontrol Act of 1978.

Decontrol boosters argued airlines would be better off left to themselves. In a free market setting, they claimed, air service would increase and prices would drop.

While air decontrol has turned into a bonanza for high-flight centerfolds, including Minneapolis-St. Paul and Milwaukee in the Midwest, the benefits have been sparse, if not altogether nonexistent, for smaller airlines, among them Bismarck, Billings, Mont., and Rapid City, S.D.

The air service solutions promised by deregulation proponents have not appeared in many cities, and may never appear at some cities,” the study concluded.

One factor influencing the leap in short-haul flight charges, which includes the majority of Bismarck departures, is the “inequality of discounts, many of which go far beyond any real cost savings achieved by the airlines since deregulation,” the study noted.

Reflecting the bold airline fare wars now on larger air traffic hubs, a 1981 Civil Aeronautics Board study reported the air fares in 160 major markets were 7 percent of the ticket prices that would have prevailed under airline regulations.

How is the difference recovered?

Lending credence to speculation that short-haul flights are used to subsidize cut-rate transcontinental fares, the CAB survey of shorthaul markets found air fares were 12 percent higher than they would have been if air decontrol had not ended.

But if the news on prices is grim, there is a glimmer of hope for North Dakota in the Upper Midwest Council report.

Using a method measuring the likelihood of continued air service in the absence of CAB subsidies to some small markets, the study concludes that Bismarck, Grand Forks, Fargo, Mont., Jamestown and Williston will continue to have airline coverage.

Big Sky reduces fare

Big Sky Airlines has reduced round trip passenger fares 30 percent in June.

Devils Lake or Jamestown and Minneapolis and between Bismarck and Devils Lake or Jamestown effective immediately, according to Harold G. Vavara, director of the State Aeronautics Commission.

Round trip reduced fares were filed this week with the State Aeronautics Commission and travel agencies and are effective until September 15, Vavara said.

Big Sky Airlines’ reduced round trip fares carry several conditions which are:

1. A round trip reserved must be made and ticket purchased at least 7 days prior to departure.

2. A $10 fee will be assessed if the reservation is cancelled or changed.

3. All travel must be completed by mid-november October 31.

4. No child discounts.

Big Sky Airlines’ reduced round trip passenger fares including federal tax follow:

1. Between Devils Lake and Minneapolis — $189.00, a reduction of $61.00.

2. Between Jamestown and Minneapolis — $157.00, a reduction of $20.00.

3. Between Bismarck and Devils Lake — $90.00, a reduction of $22.00.

4. Between Bismarck and Jamestown — $94.00, a reduction of $28.00.
Around the State

TIOGA . . . is looking at plans to expand the apron and taxiway. Plans are also being designed to reroute drainage flows on airport land causing the spring flooding. Crosswind runway development and runway extension projects are presently underway.

LAMOURE . . . Airport Authority is concerned about a new tower located north of the runway. Points please be aware of the new lighted tower if you plan to use an approach or departure of Runway 16.

OAKES . . . is constructing a new 6-plane 80' X 100' hexagon hangar. This innovative design has a rotating frame and doors only use about 60% of the hangar. It will be complete in two months for inspection by any Airport Authority interested in this design for their airport.

FESSENDEN . . . Airport Authority is considering developing an Airport for their community. They haven't had an airport for numerous years and are looking into land purchases and layout plans.

VALLEY CITY . . . is completing the paperwork for getting a NDB established. The unit will allow for an IFR approach in the future.

CANDO . . . has a new chairman on the Airport Authority whose plans are to repave the community's airport. Runway lights, beacon, lighted windsock and new hangar construction are being planned.

WALHALLA . . . is considering an overlay of the existing apron and a seal coat on the runway. Coordination with a pavement contractor in the area will reduce the project costs.

Make sure authority controls airport land

Situation: A local airport authority created in the early 70's to manage city airport. They joy a four mill tax and apply with the N.D. Aeronautics Commission for grants to build up their airport to meet the needs of the community. Everything is fine and management through the airport authority works out great. The city council is not bothered with crack filling, grass mowing, windsocks, broken runway lights, vandalism, and all the headaches to make and maintain a safe and efficient airport.

Problem: However, in 1982, a firm comes along and offers an oil, gas, or coal lease. The register of deeds office says the owner of the airport is the city and not the airport authority, so the city will take the $10,000 lease bonus from the airport land and build a swimming pool or new fire station. Warranted these items may be needed, but the airport authority is left out in the "cold" so to speak. They sure could have used this money to seal coat the worn out pavement or expand the runway to meet the needs of the oil industrial transient traffic and large business aircraft. The lease money could have been used to land expansion based on this energy impact need.

Solution: Recommend to the City Council members to transfer title of the airport land and mineral rights over to the airport authority in fee simple and get this document recorded in the county register of deeds office. If a energy company or broker wants to lease the airport for oil, gas or coal rights, such a company will negotiate with the owner as shown in the County register of deeds office. If the airport authority is shown as the owner, then the energy company will negotiate a mineral lease with the airport authority relating to terms, conditions and bonus payment. If the City owns the land and minerals, then the lease will be between the City and the energy company and may be entered into without knowing the airport authority, with the upfront lease bonus money paid directly to the City. By doing this now, it may prevent a future runway and expansion to meet the needs of the oil industrial transient traffic and large business aircraft.

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Mineral bonuses can be substantial from page 7 battle between the city council and the airport authority on who should get the mineral rights under the land. At several western airports in North Dakota, the upfront mineral lease bonus has been running between $500 and $1,000 per acre on a three to five year lease with equity in any future oil and gas production of one barrel out of six produced. Any mineral lease proposal should have a subordination agreement clause as part of the lease which provides that drilling or production of oil or gas extraction of minerals shall be done in a manner in cooperation with the safe and efficient use of the land for an airport and in cooperation with and taking-off at such airport.

Another benefit to having title to the land and minerals transferred to the airport authority is under the FAA ADAP bills with their 96 percent federal grant, a sponsor such as an airport authority must produce a lawyer's "Title Opinion" which shows that the airport authority (the sponsor) owns the land in fee simple, and it owns minerals under the land which have been leased, that such interest in the minerals is a subordination agreement in which the extraction of minerals, oil or gas is carried on in a safe and efficient and useful real property as an airport. The transfer of ownership to the airport authority may thus take place before a federal-gold grant may be assured. We recommend your airport authority first find out who owns the land and work on it getting transferred in free simple to the airport authority. Call or write the N.D. Aeronautics Commission if you need any help or assistance in this matter.

Practically all land in the western one-third of North Dakota is under lease for minerals or oil or gas. Energy companies are now beginning to purchase the land in the central part of North Dakota and they continue to do so in the decade of the 1980s.

Recession may cause transpacific cargo to fry. "When the consumer came back into the market in late 1975, retail inven tion of cutworms, the dock strike in 1971 had a similar ef-" trend Reports in 1977, the FAA issued Airworthiness Directive 77-12-06 which affected the Hartnell Propellers installed on many single and twin light engine aircraft. In addition to the usual mechanical and operational rework, this AD required repetitive inspec tions at intervals called out in the service Letter. However, the service letter indicates that this repetitive inspection must be conducted at an hour or calendar interval, whichever occurs first. The calendar time on all of the propellers listed in Service Letter 61 is four years.

Since initial compliance with this AD may have produced a 100 percent increase in laboring hour and aircraft have not accumulated the hour re quirements, the operational and mechanical condition of the propeller should indicate the due time of this AD. The dock strike in 1971 had a similar ef fect, he said. Maritime traffic was brought to a halt except through ports in Mexico and Canada. As a result, the market in late 1975, retail invento

Review records

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Lorsban 4E cleared for sunscreen

Effective June 18, 1982 a label amendment was approved for Lorsban 4E for sunscreen. This means that the state label for this special local need has now been activated and Lorsban 4E at application for outbreaks is to 1 1/2 pounds actual ingredient per acre, according to Dennis Kopp, extension entomologist at North Dakota State University.

The label suggests the following to achieve maximum results: For ground application use 10 to 20 gallons of water per acre; for aerial application use at least 2 gallons of water per acre. "In our opinion 3 or 4 gallons per acre would be better," Kopp points out. Treat when the soil is moist and weeds are active on or near the soil surface. If needed, a se cond treatment may be made to 10 days later, but do not treat after bud development. If ground is dry, cloudy, or crusty at time of treatment, weeds may be pro tected from the spray and effectiveness will be reduced. If such conditions exist, shallows cultivation using a rotov or equivalent equipment before or soon after treatment may improve control, Kopp advises.

Lorsban 4E is also registered for grashoppers, stem weevil and sunflower moth at the pounds actual ingredient per acre.

Restrictions for Lorsban 4E on sunscreen: do not apply more than 9 pounds of Lorsban 4E per acre per season. Do not apply within 10 days before harvest. Do not allow livestock to graze in treated areas.

The market in late 1975, retail invento

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The market in late 1975, retail invento

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