Jim Morten:

Helicopters are suited to more than spraying

By Tina Evans

When Jim Morten started flying helicopters in 1968, he did it because he thought they would be useful in agriculture in his crop spraying business. Since that time, the Lamoure, N.D., pilot has used his helicopters for more than agriculture—on ventures from rescue missions to a film spot for Wild Kingdom.

Morten owns Lamoure Air Service and is part-owner of Dakota Helicopter Inc. of Bismarck, N.D. He has been a fixed-based operator for 23 years. According to Morten, helicopters are well suited to the spraying work he does.

"They're much better. You can work in more wind, and they have a real factor. They're a lot safer, and there is better coverage," he said.

"People seem to like them better, because we can work close to cities and towns and we don't have to turn over the towns. They're economical, because a helicopter uses about 30 percent of what an airplane would use doing the same job — in an airplane you're wasting gas doing your turns. A helicopter turns in about six seconds, so all the fuel you burn is over the area you're spraying.

He has found helicopters are well suited to other work, too. Though when the producers of the television program "Wild Kingdom" wanted to film a moose census around Thief River Falls, Minn., in 1971, they contacted Morten to carry crews in his helicopter.

"We carried Marlin Perkins and Stan Brock from the show, as well as the forester people doing the darting and tagging of moose," he said. "They did the filming from the helicopter."

That was something he had never experienced. "We hadn't done anything like that before, and there is nothing else that could have done the job better than a helicopter," he said.

"It went really smoothly and we had a lot of fun. Stan Brock and Marlin Perkins were ordinary people — at first I was nervous because they were big celebrities, but they're just like everybody else. Real nice guys."

Morten has also gone on winter rescue missions searching for people who have abandoned their vehicles in blizzards.

"Unfortunately sometimes we find a body instead of a live person, they're frozen to death. If they've been lost over five or six hours we're assured to find a body," he said.

"It's not pleasant — but there's always the hope you'll find them alive. You always hope they'll be protected somewhere. But generally if you start on a search, as it progresses you lose that hope."

He has also used helicopters to haul hay out of wet or snow-covered fields, to do steel work on the top of power plants, to set generators on tower tops and to put cellphone towers on the tops of elevators where cranes can't reach.

"We have several helicopters, from a small one that will lift 100 pounds to ones that lift a ton of weight. This is all special equipment to do things that you can't do any other way," he said. "They are costly to run and maintain — at high as $1200 per hour, so if you can do it another way it's best to do it the other way because it will be cheaper. But there are some things that can't be done any other way."

Morten said he has four or five helicopters in his business. He also buys and sells helicopters, fixing them up in his shop and selling them.

Morten started in flying in 1958. After serving in the Korean War until 1955, he started farming, then decided to concentrate on crop spraying. He went to Jim Montgomery's school of aviation in Grand Forks, then when he got settled in crop spraying in 1960, he gave up farming.

He flew with the Minn-Kota powerline patrol for four years, flying over lines looking for deteriorating lines and poles and broken insulators.

"I did that right after we did the filming for Wild Kingdom," he said.

Early in his career, he instructed on contract for TWA, training crew members to be pilots. "I built up a lot of time doing that," he said. "I also did mosquito spraying near Tampa for six years."

Morten has some near-future changes planned for Lamoure Air Service. He plans to incorporate it, including Morten, Shawn, also a pilot, and two other men in the business.

"The work load here has gotten to where I can't handle it. Other than hire help, I'd like to work them into the business. I'm 60 years old. I'll be getting out of the chemical business in about five years."

He said he'll work more along with Dakota Helicopter, Inc. to build that business. "It takes experience to build a business, and that's a new business just established out there. Fixed-based operation is a poor man's business these days. You can't take someone who's new at it and develop a business."

He said Lamoure Air Service will also increase services to their agricultural customers.

"We're going to offer ground spraying as well as aerial spraying, we'll streamline our services and offer the farmer services for less money, to get them through these hard times," he said.

"The farm economy is at an all-time low, and I think the next few years are going to tell the story. Unless we get behind the farmers and try to help them — they feed us — if we don't give them a break and help them, there won't be anything for anybody."

He said they'll offer ground spraying whenever possible, since aerial spraying is more costly.

"By consolidating our business, we can bring the costs down on aerial spraying and offer it at a cheaper price."

He also wants to work his helicopters into contracts, spraying to control weeds, on right of ways. He has done similar work, controlling leafy spurge in terrain where only a helicopter is effective.

By Carol Bidek Pogostich

"Private pilot safety records leave a lot to be desired," FAA official Mike Beiringer told a group of North Dakota and Minnesota pilots recently at an agency-sponsored seminar in Wahpeton.

It is training which could make the difference and complacency which is contributing to the high accident rate. "You're only as good as your last training session," he told the group, underscoring his concern with the reminder that "after all, we do all share the same air space."

The best type of training is a "hands-on" type of experience with training devices where a pilot can be critiqued and can practice aircraft maneuvers in a simulated situation.

After training to improve competency, Beiringer said, the next best action to reduce accidents and accident damage is for general aviation pilots to make more preparation and less forced landings. In other words, doubt, take your craft down and check out those things, doubt, take your craft down and check out those things, doubt, take your craft down and check out those things, doubt, take your craft down and check out those things.

In 1983 so far there have been twenty-seven accidents in North Dakota causing serious or substantial damage to the airplanes involved. As of December, 1982, there were more on page 9.
Overconcern to save aircraft

from page one:

aircraft. These included three accidents involving five deaths.

Beiriger uses these figures to emphasize his concern for safety. He had some important tips to be aware of - just in case a forced landing is the only way out in an emergency.

First of all, be aware of the psychological hazard involved when things get so bad a landing is forced in an unplanned area. Pilots who are reluctant to accept the fact of an emergency situation can suddenly become "mind-paralyzed" and lose crucial moments needed to plan for the landing.

Another unhealthy attitude is an overconcern to save the aircraft. An undamaged aircraft does not insure an unhurt pilot or passenger. In fact, concern for the aircraft may cause a loss of control in landing which will only compound the damage," Beiriger said.

In any forced landing, the important points to remember are control of the aircraft and "energy absorption." The two go together: the more of the brunt of the landing that is absorbed by the craft, the less damage to plane and the greater as pilot control. The trick to achieve this is to make efforts, as the plane is coming down, to sacrifice ex- pendable structures like the wings and underside of the craft. Be aware also, that natural vegetation and man-made objects will slow down decent and cushion the landing.

Small trees and bushes make a good cushion for landing aircraft, especially if the pilot angles it so that lower parts of the craft get the first impact.

Cultivated fields, especially sunflower fields, make good emergency landing areas if the pilot lands with the rows to minimize the potential for snaring over.

When landing in snow, if there is a foot or more, keep flaps up. If wheels are down, the plane will more likely flip in snow. In rugged terrain however, gears down will absorb more energy.

Generally speaking, Beiriger said, land into the wind, up slope, with flaps down. And, unless you know the area quite well, he said, avoid landing on roads.

Too often wires across a road, not visible to a pilot, cause more harm than the good contributed by a hard landing surface.

To avoid what Beiriger calls "straining your face through the instrument panel," pilots are reminded to use their seat restraints. He admitted that few flyers wear helmets but told the group 6 percent of head injuries could be eliminated with their use.

If this isn't enough, an extra reminder is, "Be aware of the nature and effect of your engine's exhaust." In a forced landing, the tail of the aircraft can be cooled to a point of freezing - "The ingredients of an engine noxious gas are in the exhaust."
Columbus airport receives low cost marking, lighting system this summer

An experimental new low cost marking and lighting system for unpaved runways has been constructed at the Columbus Municipal Airport, Columbus, North Dakota this past summer.

The system was developed as a cooperative effort of the North Dakota Aeronautics Commission, the Columbus Airport Authority and the FAA Technical Center in Atlantic City, New Jersey.

There are more than 13,000 airports in the U.S. About 8,000 of these or over 60 percent have unpaved runways and are uncontrolled. This system was developed by the FAA to possibly expand nationwide, if proven successful, on various test sites across the U.S. Columbus site was chosen to analyze its effectiveness at a severe winter climate with strong winds and heavy snowfall.

The sketch pictured shows a general marking layout with a brief description of the purpose of the various panels. The runway edge markers are black and white. All markers are fitted with retroreflectors that bounce back the beam from an aircraft’s landing lights from a distance of 0.4 mile.

A pyramid shaped 20’ tower was selected as the best design for helping pilots spot an airport. The tower area also has a lighted windsock, O mark identifier, elevation and runway direction indicators.

One of the more interesting features of the marking system is the POMOLA, an acronym for Poor Man’s Optical Landing Aid. It consists of three plywood panels and works much like a Pythagorean. Two front panels are elevated and aligned while a third ground level panel stands behind and slightly off center. To achieve the proper final approach glide slope, a pilot simply maneuvers the aircraft until the three fluorescent orange panels appear in a straight line.

Without “feedback” from the flying public, we have no way of knowing whether the system is good or bad or what changes may improve it. A questionnaire is located in the terminal pilot office at the Columbus Airport.

Contact Keith Berg, Columbus, N.D. at 701-290-9221 for additional information on this system or the N.D. Aeronautics Commission at 701-254-2746.

Impact statement filed for Grand Forks airport expansion

The Federal Aviation Administration has announced that a finding of “no significant impact” in an environmental assessment for expansion and improvements at Grand Forks International Airport, Grand Forks, N.D. is available for public review at the following locations:

The city auditor’s office, 402 2nd Ave. N., the public library at 2158 Library Circle, the county auditor’s office in the county courthouse and at the airport, all in Grand Forks; at the FAA Airport’s Field Office, 2000 Airport Road, Bismarck, FAA Airports District Office, 6201 34th Ave. S., Minneapolis, Minn.; and FAA Grand Lakes Regional Airport Division, 200 E. Devon Ave., Des Plaines, III.

Included in the proposed project, estimated to cost $3.5 million, are acquisition of approximately 160 acres of land, construction of a new 3,000 foot runway LTL-36R and associated taxiway for general aviation aircraft, lighting for the runway, improvement of drainage, and various other airport improvements. Grand Forks International Airport has seen a dramatic increase in aircraft operations due to increased activity by the University of North Dakota’s aviation program, one of the largest in the U.S.

The finding of “no significant impact” is consistent with existing National environmental policies and objectives as set forth in the Environmental Policy Act of 1969 in that the proposed project will not significantly affect the quality of the environment. An environmental assessment is a prerequisite for approval of Federal Funding under the Airport Improvement Program (AIP) of 1982. The City of Grand Forks, operator of the airport, has submitted an application for Federal funds of $3.5 million.

Get Broad Coverage . . .

YOUR BROAD COVERAGE AVIATION INSURANCE SPECIALISTS — WITH COLLECTIVELY OVER 45 YEARS OF EXPERIENCE IN AVIATION INSURANCE.

THAT’S WHY 4 YEARS AGO OUR NAME BECAME WHAT WE REALLY ARE —

AVIATION UNDERWRITING SPECIALISTS

For FBO’s —

— FULL LINE COVERAGE

— AIRCRAFT LIABILITY

— HULL COVERAGE

— PREMISES LIABILITY

— PRODUCTS LIABILITY

— HANGAR KEEPERS LIABILITY

— CARGO LIABILITY

— AND MORE—

For AG Operators:

— AIRCRAFT LIABILITY

— HULL COVERAGE

— CHEMICAL DRIFT LIABILITY

— FARMER/OWNER/GRADER COVERAGE

— SPRAYING CITIES AND TOWNS COVERAGE

For Private Owners:

— AIRCRAFT LIABILITY

— NON-OWNER DAMAGE

— HULL DAMAGE

ASK AUS

800-325-8079

Area representative - L. JOHN WEBER

AVIATION UNDERWRITING SPECIALISTS

16301 FONTAINE DRIVE — P.O. BOX 1039

CHESTERFIELD, MO 63017
Preventing weather-related accidents

By Carol Biden Pagatsahnik

Planning to do some flying this winter? Especially if a trip South is on the agenda, we don't intend to be discouraging. However, we do intend with the following information, to help avoid the almost certain dangers that accompany weather-related accidents. Because the fact is that 20% of all accidents involve weather-related causes.

According to Mike Beiriger, flight instructor and safety expert with the FAA, "pressing the weather" and failure to plan ahead are the major reasons for the drastically high fatality rate.

Beiriger presented an FAA safety seminar to a group of about 30 Red River Valley area flyers who gathered in Wahpeton recently.

Self-awareness, including a bit of psychology, is involved in understanding who is likely to "press the weather." If we know the risks involved in taking off or continuing into suspicious looking weather and we take the chance, then it's likely one of the following personality needs in overriding our common sense:

— The Expert: "I know my plane, I know my plan and I can cope with whatever happens."

— The Achiever: "I'm in a big hurry — there's too much to accomplish. I can't sit a little bad weather interfere with what has to be done."

— The Nice Guy: Damn the risks, the people on the other end, or my passengers, are depending on me to get there. I can't let them down.

— Macho-man: "Flying is my ego-trip; what's ya mean it's unsafe to fly? I'm not afraid of nothing!"

Cold start problems can be a pain

By Carol Biden Pagatsahnik

Cold start problems in winter weather are a real pain with land-based engines. The dangers are multiplied for aircraft engines since some remedies can do engine damage and cause problems which don't show up until the craft is in the air.

For a number of reasons, it's especially advisable to preheat engines and cockpit before starting in low temperatures: viscosity of engine oil can change, batteries can lose their effectiveness, instruments can stick and propellers can cause lack of lift. Most of the problems and their remedies were outlined for a group of Red River Valley area flyers by FAA official Mike Beiriger at a safety seminar in Wahpeton recently.

"If it isn't possible to preheat the aircraft by storing in a heated hangar, then use an electric heater, cause this can be turned on, but haven't been utilized," said Beiriger. At an aircraft parts that can burn, Beiriger told his audience. But, it is wise, Beiriger cautioned, to anticipate loss of indicators in cold weather, especially if the aircraft has not been pre-heated.

Certain conditions are more likely at certain temperatures, he said. For example, at minus 10 degrees F, and lower, the compression crease is more likely to freeze up. Pressure in the crankcase caused by moisture freezing in the breather will cause the oil filter cap to blow off or a case seal to rupture. The resultant oil leak will eventually lead to the aircraft coming down.

At 32 degrees-37 degrees F, propeller icing is more likely and at temperatures between 32 degrees-60 degrees with 10 per cent or more humidity, carburetor icing is the more likely problem.

In less extreme weather engines are often started without preheat. Special care is also recommended in this type of start. Fires can be started by overprime or by backfires through the carburetor.

Another problem when the engine is not preheated is icing over the sparkplug electrodes. If the engine fires a few times and quits the small amount of water in the cylinders can condense on the electrodes, freeze, and short them out.

Frost, snow and ice on the wing surface is a sure accident cause. The best way to get rid of it before flight is by parking the aircraft in a heated hangar. In doing this be sure that the water drainage is open from the control surface hinges or crevices to freeze when the plane is taken outside again.

If the plane is parked outside in blowing snow, several openings in the aircraft body should be cut, allowing the pit tubes, the heater intake, the air conditioner unit, and the main wheel and tail wheel.

A cold weather checklist

1. Keep your aircraft in a hangar if possible.
2. Cover propeller tube, wings, and engine(s), if the aircraft is left outside.
3. Remove frost formation on the aircraft with DEICER FLUIDS or on engine(s).
4. Keep engine(s) or ice on runs.
5. Check compressor blades for icing prior to starting jet engine(s).
6. Check NOTAMS, especially for snow or ice on runs.
7. Check weather carefully with the FSS, ask the right questions so you get all facts.
9. Taxi slowly and use brakes with caution.
10. Avoid water and mud puddles on the ramp, taxi strips, and runway.

NEW FROM TASCO

AT LAST!

A BATTERY TO COMBAT NORTH DAKOTA WINTERS

The All New CONCORDE BATTERY OFFERS UP TO 50% MORE COLD CIRCULATION than any battery on the market — its competition yet priced for less.

North Dakota Dealers

Air Dakota Flight
Dakota Aviation
Dakota Flight
Dickinson Aviation
Executive Air Taxi
Jamestown Aviation
Mandan Air Service
O.A. Aviation
Pietz Flying Service
Rugbee Air Care
Tri State Aviation

Heeter-

Hettinger
Grafton
Dickinson
Bismarck
Jamestown
Mandan
Bismarck
Minot
Rugbee
Wahpeton

Distributed by:

TASCO AVIATION SUPPLY COMPANY

244 Fillmore Ave., E., St. Paul, MN

Wats 800-328-1412

11. Be alert for icing of jet engine air intake ducts and compressor-inlet screen.
12. Watch for propeller icing if the humidity is high. Air mix in fog or rain, check the wings and engine for ice in the propeller wash area.
13. INSURE that anti-icing and deicing equipment is in operating condition before takeoff.
14. Check carburetor temperature prior to takeoff. If it is over 30 degrees C, use heat to prevent ice formation or to clear the carburetor of ice, but DO NOT use carburetor heat during takeoff unless it is absolutely necessary. Inflight, prevent carburetor ice formation by using the carburetor defrost, or DO NOT WAIT UNTIL AN ICING condition exists.
15. Avoid taking off in slush or snow, if possible.
16. Be alert for snowblows during takeoff and landing.
17. Use pilot heater when flying in snow, cloud, or known icing zones.
Paved runways are falling apart

By Harold G. Vavara, Director, N.D. Aeronautics Commission

Paved runways at many small airports in the nation are deteriorating faster than necessary because airport owners have deferred critical maintenance, according to the U.S. General Accounting Office (GAO) in a report to Congress.

The GAO report was a result of its on-site inspection of 46 airports in the states of Connecticut, Idaho, Maine, Massachusetts, New Hampshire, Louisiana, Oregon, Texas, Vermont, and Washington. All airports inspected had received federal-aid funds in their initial construction.

GAO said that the deferred maintenance was of runways, taxiways, and aprons shortened the useful life of such facilities.

GAO inspection personnel said they found cracks in runway surfaces ranging from small breaks to extensive cracks up to six inches deep and covering the entire runway. The report states that deferred pavement maintenance was found to be nationwide. Owners of 29 of 33 airports found to be deferring maintenance blamed the lack of funds, while owners in ten states by type of airport:

<table>
<thead>
<tr>
<th>Type of Airport</th>
<th>Number of Airports</th>
<th>Percent Deferring Pavement Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Aviation</td>
<td>24</td>
<td>77%</td>
</tr>
<tr>
<td>Commuter</td>
<td>7</td>
<td>57%</td>
</tr>
<tr>
<td>Total</td>
<td>31</td>
<td>64%</td>
</tr>
</tbody>
</table>

Lack of funds for airport pavement maintenance is not a new development. The report said that in 1974, the U.S. Department of Transportation made an analysis of general aviation airports that had been built with federal-aid and found that:

1. Few general aviation airports inspected had performed maintenance to protect or extend runway life.
2. Most general aviation airports were owned by small municipalities without resources to properly maintain runways.

In 1980, the National Association of State Aviation Officials, concerned over the deterioration of a large number of public-use paved runways surveyed its members and determined that "prioritizing emergency funding to preserve existing public-use capacity was needed. At that time, a very rough estimate placed funds needed for each aid nationwide at $7 million for general aviation and $70 million for reliever, commuter and air carrier airports.

Contributing Factors

The federal report cited money problems as the primary reasons for deteriorating runway pavements. The report said that the "FAA's failure to report unsatisfactory maintenance conditions and practices and to require the airports owners to correct them constitutes a contributing factor. Airports who receive federal grants are generally required in a sponsor's assurance agreement, as a condition to receiving a federal grant, that preventative maintenance and repair will be performed as needed, to a 20-year time frame.

The GAO report says that the FAA has a program to monitor grantees' compliance with these grant obligations. But, according to the report, the FAA has placed little emphasis on runway maintenance.

The report concluded by recommending that the FAA "aggressively pursue enforcement of the airports' owners' compliance with maintenance obligations including taking administrative or judicial actions against owners who fail to satisfactorily maintain their runways."

In addition, the report said that the FAA's Regional Offices should contact state aviation officials to arrange financial assistance for small airports. The report said further that there was a need for training airport managers in proper maintenance of runways. The government report recommended that the FAA complete a new advisory circular on pavement maintenance and provide a copy to all airport owners, together with any necessary training on how to apply it.

Billsings, MT — Big Sky Air Lines (Pacific Block Exchange, ISAP) released its financial results for the three months ended September 30, 1982. Operating profit for the quarter was $90,000 generated on total operating revenues of $1,342,146. Net profit, including net interest expense was $29,870. By comparison, during the same quarter last year Big Sky Airlines experienced an operating loss of $24,574 on revenues of $592,662 and generated a net loss of $140,598.

Big Sky's President & Chief Executive Officer, Terry D. Marshall, attributed the improvement in quarterly operating results principally to the airlines' realignment of routes and its intensive cost reduction program initiated last fall. "This brief period of profitability does not materially improve the Company's tight cash position, but the results are nevertheless, extremely gratifying," Marshall said, "and we are hopeful that we can continue to demonstrate consistent profitability throughout the remainder of fiscal year 1983."

Big Sky Airlines serves the North Dakota cities of Bismarck, Devils Lake, Jamestown and Williston.

EXECUTIVE AVIATION AND CESSNA AIRCRAFT OFFER: 12% INTEREST-7 YR. TERM 10% Down, 90% Financed To Qualified Buyers On All 1982 Skylines, (C-182's), 1982 Centurions (C-210's), And All 1982 C-206, C-207, C-208 & C-185 CALL PETE HALL AT: Box 5514, Fargo, N.D. 701-237-0123
FAA proposes new regs

The Federal Aviation Administration has published in the Federal Register a Notice of Proposed Rule Making (NPROM) relating to both small and large aircraft in air transportation to abolish Parts 121 and 135 (Air Taxi Rules) and to create a new Part 139. New Part 139 would implement a new concept in aviation safety regulations entitled "Regulation by Objective."

The FAA is considering replacing traditional "how to" regulations affecting Part 135 air taxi and large air carrier operations with a more specific set of "what to" regulations that would focus on the end result rather than the means of achieving it.

For example, under the new rules, an air carrier could operate a single propeller aircraft on a single-engine route if it can prove that the aircraft is capable of meeting certain performance standards, regardless of the specific make and model of the aircraft.

The proposed changes are intended to provide a more flexible and less time-consuming regulatory framework for air carriers, while still ensuring the safety of passengers and crew.

Major Differences

A major difference under Regulation by Objective (RBO) is that it is the operator who must either continue to use its specific "how to" regulations at now stated in its operating certificate, or it may seek approval to use the new specific method of compliance.

If an operator wants to revise a specific method for achieving a safety objective, the operator may request a change in its operating document. To do this, the operator must file a request and a validation procedure by which the FAA may determine that the proposal provides an equal level of safety as the method provided under the current method of compliance.

Any proposed change will be reviewed by the FAA and will be approved only if the change is consistent with current safety levels and with stated objectives.

One of the primary goals of RBO is to provide regulatory flexibility so that air carriers can design operations that are not impeded in developing new methods for achieving the minimum safety objectives. Validating a new method will be the operator's responsibility.

Applicability

Proposed new Part 139--"Air Transportation"--does not affect operations for renting space in the hangar. He said the building will be completed by December.

At the center of the hangar, the authority built three rooms, one on top of the other, to provide bathroom, storage space, a meeting or operations room, and a waiting lounge. The added costs for the rooms, including extensions of utilities to the hangar, is about $7,000 to $8,000. Costs will total about $35,000 to $40,000 when completed, Thingstad said.

"Contractor for the hangar, Dale Anderson of Haywood, built the first story." The Lazy Susan is the only model for an aircraft hangar under construction at the new West Fargo Airport.

"You got it right -- it's our Lazy Susan," said Morris Thingstad, member of the West Fargo Airport Authority.

For $40,000, the authority is building its first hangar at the airfield it began developing last year.

The hangar will store six airplanes on a revolving floor rack. The aircraft owner revolves the floor to bring his craft to the single overhead door. Instead of six doors for six aircraft, the round hangar has one. At $14,000 or more per door, the use of new designs offers substantial cost savings, Thingstad said.

And the hexagonal-shaped building uses space about 20 percent more efficiently, per aircraft, than a rectangular building, Thingstad said.

A part of the cost savings in building size and overhead doors is lost to the cost of the revolving track. It is rotated with two electric motors.

Thingstad said the airport authority will meet this month to discuss terms for renting space in the hangar. He said the building will be completed by December.

The first six plane hexagon hangar with electric rotating base was installed in North Dakota at the Oakes Municipal Airport.

The six hangars are for private aircraft at Heceta Head Airport, Bob Hopman, H&H president, said he expects to rent spaces at $90 to $100 per month.

The first six plane hexagon hangar with electric rotating base was installed in North Dakota at the Oakes Municipal Airport, followed by the one being constructed at West Fargo Municipal Airport. Now a third is being planned for Hector Airport, Fargo, N.D.

Reprinted with the permission of the Forum.

Airports need insurance

Not long ago, the State Supreme Court ruled that municipalities with city streets and airport authorities operating airports, can be sued for public liability in case of a loss, in which the airport was found to be negligent, resulting in an accident.

Most aircraft owners carry property damage, airframe and passenger insurance. However, if an accident occurs on an airport, even if the aircraft owners' insurance company pays a loss as a result of an accident, if an investigation of the accident reveals that the accident was caused by negligence of the airport authority, the aircraft owners' insurance company may sue the airport authority to recover its loss.

A number of airports have asked about airport liability insurance. Contact your city's local insurance agent or check with your city to see if the city has liability insurance for its city operations.

The type of information needed to get a quotation is whether the airport has paved or turf runways, lighted and whether the airport has a manager, how many aircraft are based at the airport, etc. I understand that airport liability insurance cost depends on some of this background information.

The cost varies depending on size of the airport. Here is a general guideline:

- **Amount of Airport Public Liability Insurance Coverage**:
  - $300,000 - $400,000
  - $500,000 - $600,000
  - $1,000,000 - $1,500,000

**Convo info**

March 13-14, 1982
National Air Transportation Association 42nd Annual Convention & Trade Show, Nashville, Tenn.

Madison Hotel
For Information Contact: Cindy Alasoo (612) 960-8888
NEW ROCKFORD...has closed the NE-SW crosswind runway due to the grass growth through the pavement. They are planning to overlay the main runway next summer and have purchased some removal equipment for this winter season.

KINDRED...has a new 250' x 50' lighted asphalt runway completed this summer. The airport has 11 based aircraft with a large amount of aerial spraying operations. Development of this airport was possible through the regional airport authority containing the Kindred-Davenport communities and surrounding townships.

BEACH...has a fixed-base operator on the airport offering fuel sales and flight instruction with future air taxi service intentions. The airport has 17 based aircraft and are developing a new hangar.

KENNEDY...completed the crack filling project last month. They presently have 18 based aircraft on the 2500' runway with 7 hangars on the airport. Future plans may be an airport beacon and seal coat along with apron paving.

ENDERLIN...completed a regrating project and crack filling maintenance work. They are planning to install a radio control system for runway lights and a seal coat of the asphalt surfaces. They have 5 based aircraft and transient activity visiting the new sunflower processing plant.

LEEDS...is planning to relocate the airport due to the new highway two-lane project transversing through the existing airport. A site 3 miles east of town along the highway may be developed in conjunction with the highway construction.

New safety systems for Hector Field

Installation of two new systems to enhance safety and facilitate low visibility landings on runway 17 at Fargo's Hector Field has been completed by the Federal Aviation Administration. They are an instrument landing system (ILS) and runway alignment indicator lights (RAIL). An instrument landing system is a combination of radio beacons which guide aircraft to the threshold of the runway. The Fargo system consists of a localizer beam for lining up aircraft straight to the runway centerline, a glide slope beam for angle of descent, and middle and outer markers to alert the pilot to the distance from the runway. Both glide slope and localizer beams activate a cockpit instrument enabling the pilot to visualize the approach. The lighting system is an additional aid.

The cost of the ILS is $35,000 for equipment and $10,000 for installation, while the RAIL cost is $30,000 for equipment and $10,000 for installation.

Hector Field also is equipped with an ILS on runway 35, as well as visual approach slope indicators on runways 17 and 35. Both runways also have approach light systems and there are medium intensity runway lights (MIRL) on runways 13/31 and 17/35. FAA also mass a radar-equipped airport traffic control tower for guiding aircraft to the runways at Fargo and to nearby satellite airports, as well as separating air traffic within a radius of 30 miles.

Crosswind landings: what to consider

The best advice is to avoid them, if at all possible.

Crosswinds acting against the upwind fuselage surfaces and vertical tail create a lateral force which tends to push the aircraft downwind, and it tends to weathercock the nose into the wind. The only consciously force available is the friction of the tires on the pavement — and there may not be any if it is wet and/or slippery.

On takeoff you feel the aircraft yaw into the wind as the tires line sidefriction and the takeoff may be continued without damaging the tires. Landings are trickier, and your approach should allow you to land on the upwind side of the runway. The FAA has made the full runways widths available for any sliding during the transition speed period.

Before landing on a wet or slippery run way, you should consider:

- What is the condition of my tires?
- What is my tire pressure, and where does that put my dynamic hydroplaning speed?
- What are the runway conditions? (length, width, surface texture, depth of standing water, etc.)
- How late can I take a go-around?

Improvement

THE 1982 CESSNAS ARE CLEARED FOR THE TAKEOFF YOU'VE BEEN WAITING FOR.

We've got to clear the ramps for the 1983 Cessna line of singles and twins. So from now through December 31st, your Cessna Dealer is dealing his best prices of the year.

SAVE EVEN MORE. Make your best deal on a new '82 Cessna before December 31st and take advantage of the full 10% Investment Tax Credit the government is allowing this year. Because after this date the tax options will be less attractive.

WIDE SELECTION. Your Cessna Dealer is offering these low prices on the complete line of 1982 Cessnas—from the ever-popular 152 to our top-of-the-line pressurized 421 Golden Eagle.

You may also find outstanding values on low-time demonstrators and used aircraft, as well. So get out to the airport early.

Remember, our entire '82 line is cleared for takeoff. See your Dealer today or call 1-800-835-0025 (in Kansas call 1-800-362-0356) for the name of the Dealer nearest you.