

RELATIVE



The Official Publication Of The
North Dakota Aviation Association
and carrying the Official News of the
North Dakota Aeronautics Commission

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Volume 3 - Number 1

January 1982

Wahpeton, N.D. 58075

NDAAs sets annual meeting

1982 NDAAs ANNUAL MEETING PROGRAM
Jan. 27-29, 1982 Holiday Inn, Dickinson, N.D.

Wednesday, Jan. 27

12:00 Luncheon
Board of Directors
Members Requested to attend
4:00 Registration
6:30 Poolside Social Hour
Snacks and Beverages
Dinner on your own

Thursday, Jan. 28

7:30 Buffet Breakfast
9:00 First Business Session
Committee Appointments
Approval of Minutes
Treasurer's Report
President's Report
10:30 Coffee Break
11:00 Future of National Agricultural Aviation Association
State Membership
NDAAs Past President
Dick Reade, Hayti, MO
12:00 Luncheon Buffet
Guest Speaker
George MacArthur, Chief Flight Standard Division
Great Lakes Region FAA, Chicago
2:00 Economics of the 80's
Futures Planning Panel
Bob Wooster, Federal Reserve
Dick Crockett, Past President, GNDA
Harold Vavra, DNAC

Friday, Jan. 29

7:00 Annual Banquet
Awards Presentation
Pioneer Award
Leadership Award
Past Presidents
Guest Speaker:
Lawrence Burian, President National Air
Transportation Assoc.
* NOTE NO DANCE THURSDAY NIGHT
Breakfast on your own
9:00 Public Relations - Open Forum
Complaint Report & Handling
Harold Vavra Report
Glenn Johnson, North Dakota Agriculture Department
10:00 Coffee Break
10:30 Safety Report/FAR 135 Review
Mike Bierenger, FSDO, Fargo
Lee Mills, Chief FSDO, Fargo
Dave Voxland, FSDO, Fargo
12:00 Luncheon
Speaker: Jack Daniels
1:30 Final Business Session
Convention Report
Membership Report
Committee Reports
Election of Officers
Adjourn

For John Odegard

Flying both hobby and profession

By Tina Evans

John Odegard says he's lucky to have an avocation vocation.

Odegard, chairman of the University of North Dakota aviation department, started flying as a hobby. Then he made it part of his profession. And it's still his hobby.

"I get tremendous satisfaction from flying the Citation, and I enjoy matching wits with students," Odegard said.

His energy and urge to do things are apparent as he talks about his plans for the future of the aviation department. He was instrumental in starting in 1969. But he is humble about the programs he has already developed within that department, which is unique in the nation for several reasons.

Odegard started flying in high school in Minot, N.D. He attended the University of Colorado for two years, then Minot State College. After working for Boeing for two and a half years, he returned to school, at UND. He received his undergraduate degree in business administration from UND in 1966 and a master's degree in accounting in 1967. He was a graduate teaching assistant while he worked on his master's degree, and was appointed to the UND

faculty as an accounting instructor in 1967. He was promoted to assistant professor in 1968 and became a Certified Public Accountant in 1969.

NDAAs to honor Odegard, Larson

The North Dakota Aviation Association Board of Directors has selected the recipients of two awards given annually by the group. The awards will be presented at the Jan. 28 special awards banquet during the NDAAs annual meeting at the Holiday Inn, Dickinson, N.D.

The N.D. Aviation Pioneer Award will be presented to Duane "Pappy" Larson of Fargo. "Pappy" has been a leader in both civilian and military aviation since he began his career in the industry during World War Two. He has been a leader, supporter and booster of the industry in North Dakota through his work as an early aerial applicator and as the man who gave his name to the Happy Hooligans when the N.D. Air National Guard unit was formed in Fargo in the early '50s.

The North Dakota Aviation Leadership Award will be presented to John

"Flying was always my hobby," he said. "I'd spend days and weeks at Peach Flying Service — before school, after school and sometimes during

Odegard, chairman of the University of North Dakota aviation department. The Grand Forks man is also chairman of the North Dakota Aeronautics Commission. Odegard is receiving the award for his leadership in organizing the aviation department and his work with the Aeronautics Commission, serving as chairman since 1979.

Under Odegard's leadership, the aviation program at UND has moved from a 200-student club in the late '60s to a 750-student program currently. Students now receive training in airport administration, weather modification and other aspects of the industry, as well as earning pilot's licenses during their years at the university. The department continues to be the only aviation program within a business college in the nation and the weather modification program is the only one like it in the world.

school. Then when I came to graduate school, I worked my way through school crop spraying and I was a flight instructor."

He became active in the UND Flying Club, and started teaching a night ground school course at the student union.

"Then a lot of students started wondering why we were having a class at night in the union instead of a regular aviation class. So I got together a petition to start a regular class, and 400 students signed it.

"I still have the petition right here," he says, with the excitement of a child opening his box of "treasures."

Odegard and UND President Thomas Clifford, who was then dean of the school of business, started developing an aviation program at UND.

"Dean Clifford and I started talking, brainstorming and planning. We both felt aviation had made terrific progress and would have a tremendous impact on the world," he said. "There were no programs that combined aviation and business, so we designed a curriculum and started developing an aviation administration program."

- continued on page two -

Odegard applied for grants

Started first weather modification program

- from page one -

Since the Department of Aviation got off the ground 12 years ago, it and Odegard have continued to progress. UND has the only aviation department within a business college in the nation and a weather modification program unparalleled in the world.

"A lot of our students were hired in 1971, '72 and '73 in South Dakota — the only state then that had weather modification. Those people came back to us and said our students were terrific and well-qualified, and they'd be ideal — if only they knew something about weather modification," Odegard said.

That was the only cue the energetic Odegard needed to apply for grants and develop a weather modification training program in the department. With a \$324,000 National Science Foundation grant, he started the "world's first and still only weather modification training program."

He plays down his own part in the development of the UND aviation department from a flying club of 200 students to a 750-student program that is highly respected. But various organizations have recognized his achievements.

He was the 1973 recipient of the United Airlines William A. Wheatley Award,

presented by the University Aviation Association for outstanding contributions in aerospace education. He was appointed a commissioner of the North Dakota Aeronautics Commission by Governor Arthur Link in 1973, and was elected chairman of the commission in 1979. The University Alumni Association awarded him the B.C. Gamble Distinguished Service Award in 1978, for outstanding teaching and loyal service. In 1979 the American Society for Aerospace Education named him University Educator of the Year.

Odegard has spent three years as president of the UND Faculty Club, was president of the University Aviation Association and was president of the UND Flying Club for two years. He is a member of Alpha Eta Rho, North Dakota Aviation Association, American Institute of Certified Public Accountants, American Society for Aerospace Education, North Dakota Society of CPA's and American Association of Airport Executives. He's chairman of the Grand Forks Chamber of Commerce Aviation Committee and trustee of the University Aviation Association.

He doesn't dwell on his past achievements, however — he talks with enthusiasm about what he's planning next.

"We're going to work smarter instead of harder," he says. "I don't see much

expansion in our fleet of aircraft — we've exceeded our hangar space already and it would be counterproductive to put any more in. So we're going to get some helicopters — I see at least six in the next year. That's the fastest growing area of aviation."

Other improvements he plans include computerized simulation for flight instruction, personality matching of students and flight instructors, and expansion of the air traffic controller training program to produce more graduates that could be hired as controllers.

"We're going to work smarter instead of harder"

"In the future, we'll be able to turn out pilots far superior to those we're now able to turn out — and we'll use less aircraft time and burn far less fuel," he says. "We're doing some Buck Rogers stuff here."

The North Dakota native says he plans to stay in the state. "I like North Dakota, and we have an aviation program that's second to none. There's nowhere I can go to move up in aviation

education."

He also thinks of his family in that decision. His wife Diane teaches in the Grand Forks public school system and their children John, 14, and Stephanie, 13, are "deeply involved in the school system," he said.

He likes what he's doing here, too, he says. "There's a real feeling of satisfaction watching and working with our graduates, who are in middle upper management — in seeing their terrific success. I remember them when they came here with their letter jackets on and pimples on their faces, far from home. Now I see them as professional managers and pilots."

He's able to get away from work enough to play racquetball once a day and go downhill skiing. During the summer, the Odegards stay at a cabin on Cass Lake.

He has mixed feelings about the travel his job involves. "I meet a lot of neat, exciting people — I think it's that personal contact that has gotten this department where it is. And last year I was on a delegation to Russia, and I got to go to Jordan to talk with the Prince about weather modification a few years ago. But everything piles up while you're gone on these shorter trips, and your family suffers for it. They've been very understanding, though."

Illusions leading to landing errors

A pilot may experience many different illusions in flight. Some can lead to spatial disorientation. Others can lead to landing errors.

Various surface features and atmospheric conditions encountered in landing can create illusions of incorrect height above, and distances from the runway threshold.

Landing errors from illusions can be prevented by anticipating them during approaches, aerial visual inspection of unfamiliar airports before landing, using electronic glideslope or VASI systems when available, and maintaining optimum proficiency in landing procedures.

Examples of illusions leading to landing errors.

RUNWAY WIDTH ILLUSIONS — A More narrow-than-usual runway can

create the illusion that the aircraft is at a higher altitude than it is actually at. The pilot who does not recognize this illusion will fly a lower approach, with the risk of striking objects along the approach path or landing short. A wider-than-usual runway can have the opposite effect, with the risk of leveling out high and landing hard or overshooting the runway.

RUNWAY AND TERRAIN SLOPES ILLUSION — An upsloping runway, upsloping terrain, or both can create the illusion that the aircraft is at a higher altitude than it is actually at. The pilot who does not recognize this illusion will fly a lower approach. A downsloping runway, downsloping approach terrain, or both can have the opposite effect.

FEATURELESS TERRAIN ILLUSION — An absence of ground features, as when landing over water, darkened areas and terrain made featureless by snow, can create the illusion that the aircraft is at a higher altitude than it is actually at. The pilot who does not recognize this illusion will fly a lower approach.

ATMOSPHERIC ILLUSIONS — Rain on the windscreen can create the illusion of greater height, and atmospheric haze the illusion of being at a greater distance from the runway. The pilot who does not recognize these illusions will fly a lower approach. Penetration of fog can create the illusion of pitching up. If the pilot does not recognize this illusion, he will steepen the approach — often quite abruptly.

Safety tip

(Reprinted from MN Flyer)

With the approach of cooler weather we will be using the aircraft heaters. Most heaters in light aircraft work by air flowing over the engine manifold. We strongly urge each aircraft owner and operator to check for carbon monoxide leaks which may occur due to cracks in the manifold seals.

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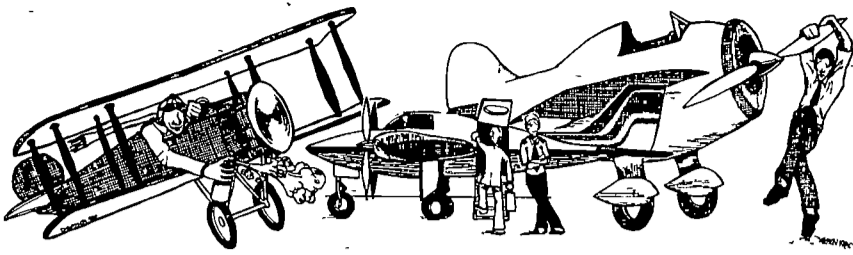
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Relative Wind

January 1982



Register today for NDAA meeting

Plans for the annual NDAA meeting are now in the finalization stage.

The convention is January 27-29, 1982 in Dickinson at the Holiday Inn.

The convention theme is "Forecasting The Economic Future for North Dakota" and that theme will focus particularly on how that future impacts aviation.

The second annual winners of the trio of NDAA Pioneer, Leadership and Distinguished Service Association awards will be awarded

Those awards will be presented at the annual awards banquet, Thursday, January 28. A dance will follow.

The banquet speaker will be Larry Burian, president of the National Air Transportation Association.

The convention program will include a panel discussion with participants from the Federal Reserve Board, First Bank Corporation, Northwest Bank Corporation and Greater North Dakota Association.

To attend the Wednesday evening patio party, you must be a paid up NDAA member.

1981 aviation in review

January—Republic Terminates Service Southbound from Bismarck & Fargo . . . North Dakota Aviation Association's Annual convention in Bismarck . . . Arthur Varnado, Director of FAA Rocky Mountain Region speaks at Convention . . . Convention recognition awards given to wife of the late Vern Baltzer, Dan Wakefield and Harold Vavra . . . Steele City Council creates local community airport authority . . . Beulah-Hazen public hearing on joint airport held.

February—Mid-air Collision at Grand Forks claims one life . . . Governor Allen I. Olson grounds plan for new state airplane . . . FAA Rocky Mountain Region reorganizes airports division . . . Legislative resolutions urge FAA retention of the Bismarck Field Office and establishment of statewide toll free phone system for aviation weather briefings . . . Velva and Turtle Lake plan to develop an airstrip (No success this year).

March—North Dakota Professional Aviation Mechanic's Seminar held in Bismarck . . . Minot International Airport plans with Frontier for new U.S. Customs Station . . . Spring Thaw period creates substantial runway cracking problems for airport managers . . . Aeronautics Commission staff working on updating N D Airports System Plan . . . Garrison reviews hangar layout plan. Northwest Airlines observed 50th year in North Dakota.

April—Big Sky promotes saver fares for N.D. cities . . . David E. Wachal appointed commander to N.D. Wing of Civil Air Patrol . . . Pembina County airports receive county revenue support . . . Watford City considers plans to realign runway . . . Hebron plans to install lights . . . Maddock runway problems caused by heavy moisture . . . Governor appoints three new replacements to Aeronautics Commission.

May—Helicopter crashes near Williston as eight die . . . Wishek realigns a new runway . . . Big Sky passenger numbers up 27 percent since January 1st . . . Aircraft Searching for two lost youths crashes near Mandaree with two fatalities . . . Senator Mark Andrews states that FAA will not close FAA Field Office in Bismarck . . . Airport construction season gets in full swing.

June—Flying Farmer Fly-Inn at Swenson Ranch near Belfield . . . Big Sky inaugurates two round trips daily between Bismarck-Jamestown to Minneapolis . . . Oakes has airport dedication day attended by 1000 people . . . Langdon FBO dies in plane crash . . . Aeronautics Commission approves 31 grants to airports . . . New FAA Administration T. Lynn Helms orders reorganization of Regional Offices . . . West Fargo has plans to develop an airstrip north of town . . . Minto airport is flooded.

July—Devils Lake dedicates new terminal building in honor of Harold Vavra . . . Federal accounting agency (GAO) recommends possible closing of 66 FAA control towers, named Minot as one . . . Aeronautics Commission distributes \$26,150.00 to county treasurers from aircraft registration and aerial spraying fees . . . FAA official from New Jersey visits Columbus, N.D. to negotiate installing a runway marking system . . . Plaza has fly-in to celebrate centennial jubilee . . . Wahpeton holds public meeting to discuss airport improvement projects . . . Governor attends airport dedication in honor of John Robertson of Langdon.

August—Controllers go on strike and President fires them . . . FAA unveils automated air traffic control system . . . President Reagan signs one year ADAP extension bill . . . Federally funded veterans flight training program closed to new entrants after August 31st . . . FAA proposes new rulings on hang gliders and ultralights . . . Republic Airlines offers stock to employees to ease financial pinch . . . Contracts have been awarded for radar system at Bismarck Municipal Airport . . . Big Sky eyes new route into Canada.

September—Aeronautics Commission approves 8 airport grants . . . Dickinson plans to install VASI & strobe lights . . . Commercial air traffic down 16.3 percent from past month due to strike . . . Ashley trades airport land for realignment proposal . . . Plans to develop a 4000' strip at Medora underway . . . ND Flying Farmers hold annual convention at Jamestown . . . Farmers request low flying waivers to chase blackbirds from sunflower fields . . . Aeronautics Commission staff meets with Great Lakes Regional Director on new FAA regional reorganization . . . Republic introduces DC-9 super 80-147 passenger service to Bismarck-Fargo-Minneapolis route . . . Regional airport idea grounded at Beulah-Hazen area.

October—Nine N.D. cities receive \$4,346,000 in federal-aid airport grants from FAA . . . Dickinson slates promo blitz to increase passenger boardings . . . Construction season ends with International Peace Garden Airport overlay project . . . 8 N.D. air carrier airports receive state block grants totaling \$750,000 . . . FAA listening session seminar held at Grand Forks . . . Aeronautics Commission tours UND aviation school . . . GAR program is initiated to reserve slots during IFR conditions . . . Governors conference held to promote development within the state including the aeronautical system.

November—GAR impacts has adverse effect on N.D. operators . . . Grand Forks International Airport ranks 4th on Great Lakes Region in number of operations . . . Kindred has new 2600' X 60' graveled and lighted runway operational . . . PATCO files for reorganization . . . Republic employees agree to 10 percent pay cut . . . Winterizing aircrafts necessary due to first snowfall.

December—Williston eyes regional airport concept for future . . . Aeronautics Commission proposes to lease airstrip from U.S. Corps of Engineers located below Garrison Dam . . . 1981 Airport inspection program closed out with FAA Rocky Mountain Region . . . Grand Forks hold planning conference to discuss airport improvements . . . Fargo must decide on proposal to build new terminal building . . . Big Sky reduced air fare between Devils Lake-Bismarck-Minneapolis . . . Pioneer Airlines, based at Denver, will provide service to Williston in 1982.

REGISTRATION FORM FOR 1981 NDAA CONVENTION Jan. 27-30, Holiday Inn, Dickinson, N.D.

Complete and mail by January 21 to:

**Fred Andersen, NDAA Treasurer,
Aviation Services Inc., 2432 2nd Ave. SW, Minot, ND 58701**

NAME: _____

COMPANY NAME: _____

ADDRESS: _____

Number of complete registration packets wanted at \$45.00 each: (This includes one ticket for each event and registration fee) _____

Check enclosed: _____ I will pay when I pick up at the

convention: _____ Bill my company and I will pay

by January 30: _____

Names of those I am ordering these packets for:

I am a paid up NDAA member and will attend the Wednesday evening patio party: yes _____ no _____

I also want to purchase the following extra tickets:

Wednesday poolside party at \$6.50 each _____

Thursday breakfast at \$5.30 each _____

Thursday luncheon at \$6.00 each _____

Thursday banquet at \$12.50 each _____

Friday luncheon at \$6.50 each _____

I will arrive by private plane on Jan. _____ at approximately _____

I would appreciate a courtesy car picking up my party _____ yes _____ no _____

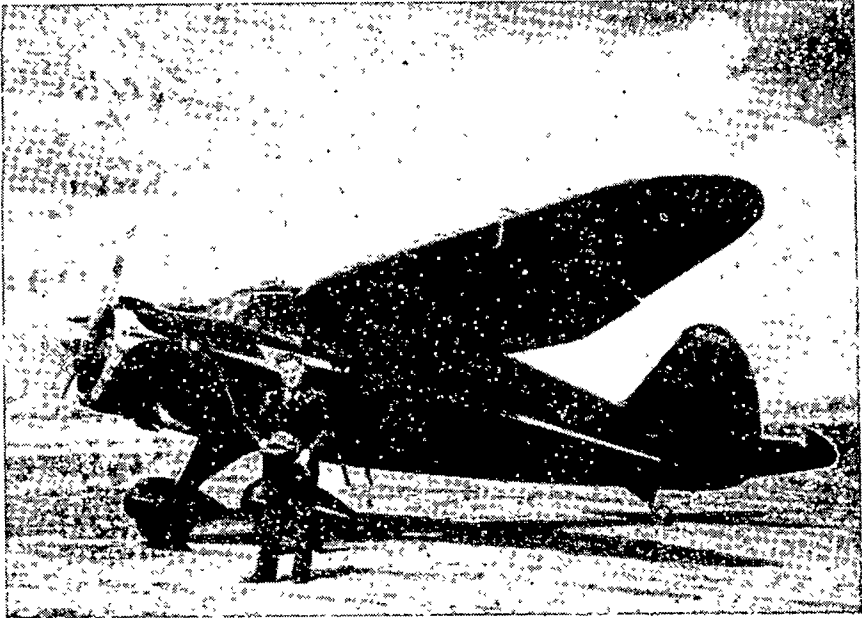
If you are arriving on a commercial flight and want transportation, state date and time here: Date _____ Time _____

I or some of my party want to attend only portions on the convention and meals. Each will pay the registration and meals.

Each will pay the registration fee of \$15.00 and order individual tickets as below.

Number and names of those doing this: _____

We want these tickets. (List number and type of tickets):



Ole Anderson and his Stinson SR-8, Fargo, N.D. 1938 (Photo property of Roy Redman)

Pioneers to honor "Ole" Anderson

Pioneers of North Dakota aviation will be honored at a banquet planned for February 6 in Fargo. The guest of honor for this banquet, sponsored by an informal group interested in the history of aviation in the state, will be Olof "Ole" Anderson.

Anderson was a well known North Dakota aviator from 1925 to 1941. He barnstormed, flew charter, highline patrol, instructed, and hopped rides all through this period out of Jamestown, Oakes and Fargo, and was airport manager in Fargo from 1939 to 1941. He left the state when he joined Northwest Airlines in 1941.

Ole will arrive in Fargo on February 6 in his 1936 Stinson Reliant, a replica of the red and black beauty that he operated in the area from 1938 to 1941. The airplane was restored and is owned by Roy Redman, a Northwest captain living in Kilkenny, Minn. Redman also began his aviation career in Fargo and is one of the banquet's organizers.

Anderson's arrival February 6 is

significant because it marks the 45th anniversary of his arrival in Fargo from Oakes to carry on his aviation work.

Everyone interested in early North Dakota aviation is invited to attend this banquet, Redman said, especially those who were involved prior to World War Two. "It is hoped that as many of the early aviators and enthusiasts as possible can join the group in Fargo on the 6th," Redman added. "If Relative Wind readers are aware of others who might be interested in this banquet, please pass the invitation along. It should be noted also, that WW Two or prior involvement is not a requirement for attendance. All aviation enthusiasts will be welcome and are encouraged to attend."

Anyone with photos or movies of early North Dakota aviation is encouraged to bring them, also.

The banquet will be held at the Fargo Holiday Inn. A social hour will begin poolside at 6 p.m. and the dinner will be served at 7 p.m. in the State Room. The cost is \$10 per person and reservations are requested by January 25. Reservations can be made by contacting Redman at RR 1, Kilkenny, Minn. 56052. His phone number is 507-334-5922. Reservations may also be made by contacting Les Elliot at Box 336, Valley City, N.D. 58072 or calling 845-4527 in the evening.

1982 DOT funding

Senator Mark Andrews from North Dakota, Chairman of the U.S. Senate Subcommittee on Appropriations for Transportation, mailed a copy of the Appropriations Committee's Report and amended appropriations bill to the Director of the North Dakota Aeronautics Commission.

Appropriation Bill, H.R. 4209 for the Federal Aviation Administration and related transportation agencies for fiscal year 1982 includes the following additions relating to North Dakota:

1 Under the FAA's appropriation for facilities and equipment totaling \$284,847,000, to remain available until September 30, 1986, a total of \$4,000,000 shall be made available only for the design, engineering, construction, and equipment for air traffic control training facility at the University of North Dakota at Grand Forks, North Dakota. These funds are appropriated from the Airport and Airway Trust Fund.

The Appropriations Committee's report justified the \$4,000,000 appropriation and said: "Because of the termination of about 12,000 air traffic controllers, the Committee believes that training of replacement controllers is of the highest priority. It is the Committee's understanding that the FAA training academy located at Oklahoma City will be operating 24 hours per day, 7 days per week. The University of North Dakota at Grand Forks has a special curriculum that should be integrated into the FAA's training program. The Committee directs the Secretary of Transportation to take advantage of these additional facilities in

order to expedite the rebuilding of the air traffic control system and the appropriation bill includes \$4,000,000 for this purpose.

2 The Committee Report includes an ILS to be provided at Dickinson, North Dakota.

3. The Committee Report on page 82, provides for the highest priority for improvements (out of ADAP discretionary funds) at the Grand Forks International Airport, Grand Forks, North Dakota for a parallel runway as well as for terminal relocation or reconstruction and expansion, and apron and taxiway construction. The Committee recommends that the DOT Secretary give the highest priority to these projects at the Grand Forks Airport.

4 The Committee recommends to the DOT Secretary, within the obligation level recommended, give priority (from discretionary funds) for grant applications involving the further development of the following airports, in addition to specific airports mentioned in the House report: Fargo Municipal Airport, Fargo, N.D. Also listed for priority attention in the report includes one airport in Mississippi, one airport in Florida, one at St. Louis, Missouri, six airports in Illinois, and one in Indiana.

In listing of the above projects, which the Committee expects will receive FAA priority attention, the Committee also expects the FAA to be guided by the priorities set forth in authorizing legislation, to the end that the safety needs of the system will be met.

Applications in mail

The Aeronautics Commission has mailed out the 1982 aircraft applications to aircraft owners. General aviation aircraft registrations in North Dakota for the calendar year 1981 totaled 1,723 for an all time high. This is an increase of 4 percent over 1980.

The North Dakota State law requires that all aircraft operating in the State for 30 days or more, have to be registered with the State Aeronautics Commission. The deadline date for registering is May 15th, if later, you will have to add the penalty accrued to the original fee.

If your aircraft is leased, making you the lessee, it is the responsibility under state law, for the lessee or operator of the aircraft to pay the aircraft registration fee.

Prompt response to your registration will eliminate any possibility of the owner or operator being in violation of the State laws or regulations.

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 1-1978 CESSNA 182 SKYLANE R.G.-IFR
 1-1965 CESSNA 206-U-IFR
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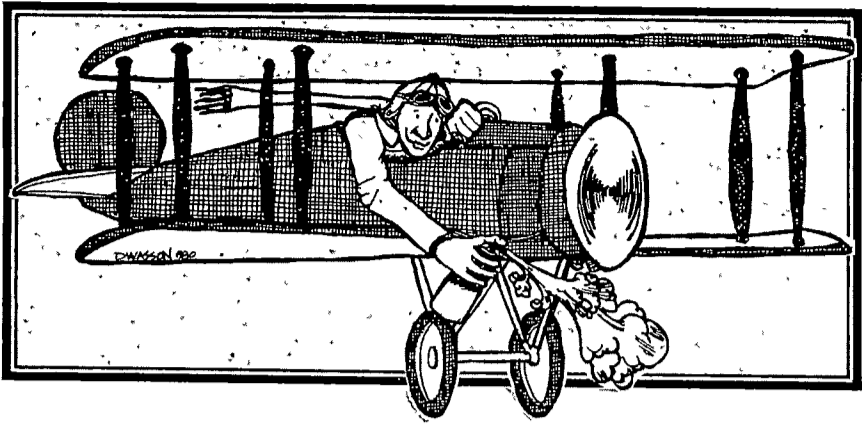
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Tests check spray pattern



Gordon Brandeis, Rohm and Haas, Philadelphia, Penn. and Art Lamey, NDSU, did the testing.

Where does the chemical mixture really go when applied by an aerial applicator? How wide is the spray pattern, really?

Pilots in the state had the opportunity during October to test their spray patterns and find out where the chemical mixtures really go. One of the testing days was held at the Deck Flying Service, Inc., airport north of Hillsboro. Testing work was done by Gordon Brandeis of Rohm and Haas of Philadelphia and Art Lamey of North Dakota State University in Fargo.

Patterns and swath widths were checked during the day of testing, and most airplanes tested had "pretty good pat-

terns," according to airport owner Ron Deck. "A few people found they were maybe not spraying as wide as a swath as they had thought," he added.

More than forty people took part in the testing day, with some pilots there just to listen and watch, while others had their spray planes tested. Included in the program was a discussion about the importance of calibration when spraying and Brandeis reviewed the development of fungicides for aerial application.

Deck summed up the day by noting ag pilots had the opportunity to learn how to do a better application job for farmers.



Checking out the spray patterns

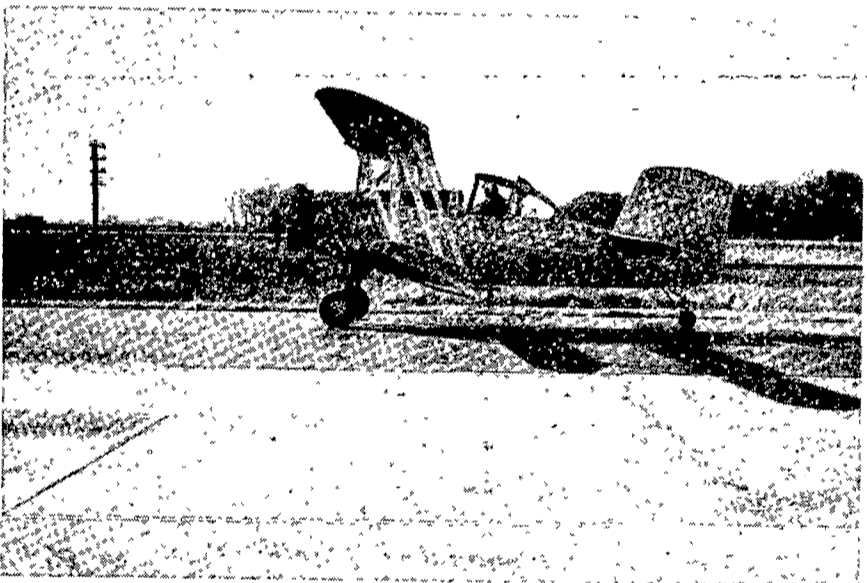


Photo above shows spray plane at test day while the one, left, shows the group attending, checking out the spray patterns.



Photos
by
Ron
Deck

FAA grants partial student exemptions

The North Dakota Aeronautics Commission in September 1981 filed a Petition with the Federal Aviation Administration, Washington, D C, asking for Exemption of certain requirements for student pilot solo cross-country flights during winter months in North Dakota. These FAA regulations are set forth in FAR 61.109(b)(2) and FAR Part 141, Appendix "A", Paragraph 4(b)(1)

The present FAA regulations require that the 10 hours of solo cross-country

be flown by student pilots in flight exercises of not less than 300 nautical miles (nm) total distance with landings at three points, each of which is more than 100 nautical miles from each of the other two points

The Aeronautics Commission's Petition for Exemption requested that the student on his or her solo cross-country be permitted to fly legs of not less than 72 nautical miles between three landing points in wintertime in North Dakota in place of the present requirement of

more than 100 nautical miles separation between landings. The Petition also asked that the total distance covered by the cross-country exercise be set at a minimum of 232 nautical miles in place of the total of more than 300 nautical miles during winter months beginning on October 15, 1981 through April 30, 1982 and for an additional two winters ending April 30, 1984. The Petition requested the use of eight air carrier airports at Bismarck, Grand Forks, Fargo, Jamestown, Devils Lake, Minot, Dickinson, and Williston because of more reliable snow removal at these airports.

FAA PARTIAL EXEMPTION DETAILS

The FAA in its partial exemption authorization did not grant everything requested but did provide some relief for the winter months in North Dakota for three years, as follows:

1. The total distance covered from the point of departure and three landings and the termination point is unchanged

at more than 300 nautical miles (nm).

2. Three landings at three points, each of which is at least 50 nautical miles from the preceding departure point and including a landing at a point which is at least 100 nautical miles from the original departure point.

3. This exemption authority may be used by approved or certified flight schools or individual flight instructors provided each has an airport base of operations in North Dakota.

There are several other conditions that are spelled out in detail in five paragraphs in the FAA's "Partial Grant of Exemption."

North Dakota fixed base aviation operators or individual flight instructors based in North Dakota may obtain a copy of FAA Exemption No. 3433 relating to solo cross-country student training by writing to the N.D. Aeronautics Commission, Box 5020, Bismarck, North Dakota 58502.

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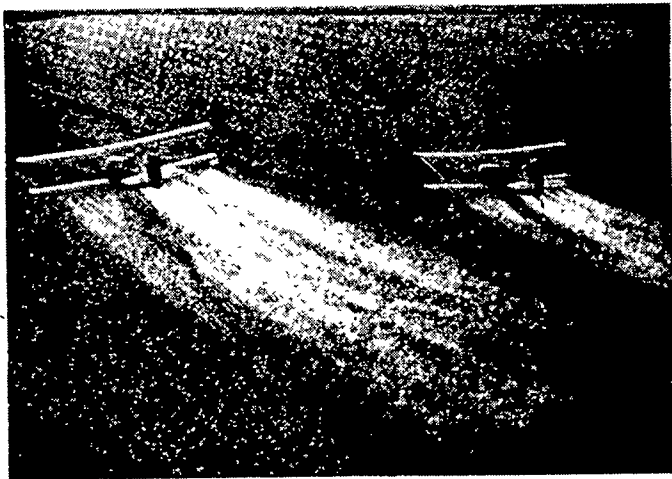
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End filing flight schedules

Effective December 31st, scheduled air carriers will no longer be required to file flight schedules with the CAB, which included the points or cities served and the time of arrival and departure at each city served

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Letter to editor

Thank you for sending "Relative Wind." Your write-up was excellent — can't even complain about the picture!

I am very pleased that the old home where I was born and raised is now a museum. Growing up there I took it all pretty much for granted. It took me quite some time to realize its super qualities such as all the carved woodwork, marble fireplaces, inlaid floors, etc. are unusual and charming.

Have been an aviation buff most of my life but since its inception have been a Space devotee as well. Living this close

to Cape Canaveral a person keeps pretty well informed as to what's going on at NASA. I am sure the Shuttle liftoffs have been thrilling on TV but when you are as close as you are allowed to be and see the huge orange flame, feel the terrific vibrations, see it gracefully take to the air, and follow its contrail it makes my adrenaline flow (even at my age!) I don't know how long my Shuttle mama will last but I don't expect it to abate very soon

Sincerely,
Hannah Eielson Barnard

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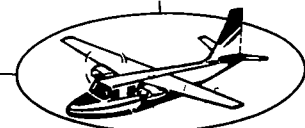
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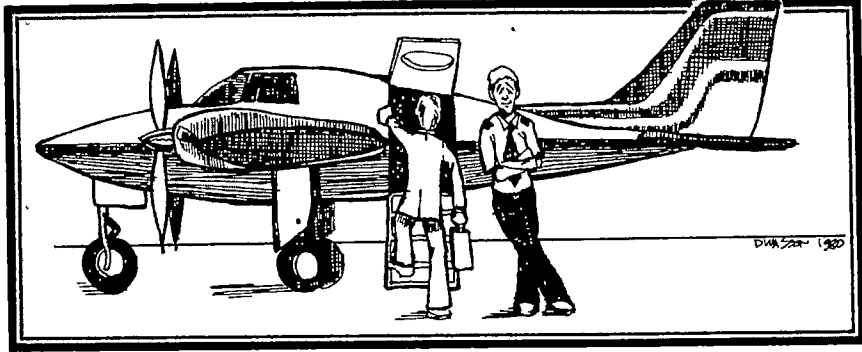
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CAB route authority ends

The power of the U S Civil Aeronautics Board (CAB) to name specific points or routes on domestic airline certificates in interstate air commerce ended on December 31st under the Airline Deregulation Act, except at cities receiving essential air service, according to Harold G Vavra, Director of the North Dakota Aeronautics Commission

The CAB regulations of points and routes served will remain in effect for commuter airlines providing "essential air service" to small communities. At these cities, CAB approval must be obtained before an air carrier may reduce air service below the essential air service levels defined by the CAB

Cities in North Dakota receiving "essential air service" are Devils Lake, Jamestown and Williston, North Dakota. Dickinson receives commuter air service provided by Big Sky Airlines, but such service is not guaranteed by the CAB, because Dickinson did not have scheduled air service when the Airline Deregulation Act became law on October 24, 1978, nor did it have scheduled air service ten years preceding that date

Essential Air Service under the Airline Deregulation Act is guaranteed until October 24, 1988 at Devils Lake, Jamestown and Williston

GAR slots are added to ATCO

Effective December 15, 1981, on-demand Part 135 air taxi operators got one additional slot per hour at each FAA Flight Service Station (FSS) in North Dakota. The FAA order was implemented to remove some of the hardships that on-demand air taxi operators had been experiencing under the General Aviation Reservation (GAR) Program

The FAA order which was sent to FAA Flight Service Stations (FSS) at Grand Forks, Jamestown, Minot and Dickinson, - the North Dakota Aeronautics Commission and FAA Flight Standards District Office, Fargo, provides:

- 1 Each FSS shall have one additional reservation slot per hour for use only by certified on-demand Part 135 operators not previously exempted from GAR and only if all normal GAR slots are allocated
- 2 Other than the first departure point, additional slots cannot be assigned on a GAR multi-leg request
- 3 Additional slots can only be issued by the Tie-In FSS at the point of departure through direct pilot contact such as walk-in, telephone call or radio contact.
- 4 Only one request will be permitted per FSS contact
5. Additional slot requests will only be accepted after 5 a m local time on the day in which flight is proposed

6 Flight Service Stations shall record approvals of additional slots allocated on normal GAR reservation forms. However, a notation should be made by FSS that will distinguish the additional approval from normal approvals

7 In order for an additional slot to be allocated, the pilot must supply the FAA operating certificate number and his home base. This information is to be noted on the flight plan and slot reservation forms

8 FAA Flight Standards District Office (FSDO), Fargo shall on a periodic basis obtain additional slot approval information from the FAA Flight Service Stations and verify that information submitted by pilots to obtain additional slots is authentic

9 FAA FSDO shall take appropriate action on those cases where pilot's supply erroneous information to obtain an additional GAR slot

Similar FAA Directives were sent to all FAA Flight Service Stations in the United States

Exports important

US farm exports are very important to the American economy. In 1980, these exports created a million-plus jobs for Americans, and they also generated more than \$82 billion in export-related economic activity, says Sperry New Holland

This means that all existing airlines and all new airlines automatically have unrestricted authority to offer nonstop service between any US points or cities

Also eliminated on December 31st was the former CAB requirement that air carriers make a showing of public convenience and necessity to justify service to a point or along a route.

The CAB will still have the power to make a determination whether air carriers are fit, willing and able to provide scheduled air service

FAA orders change

The FAA has ordered that most general aviation aircraft display 12-inch high registration numbers effective Nov 2, 1981, reversing a 1977 decision that permitted owners of aircraft with speeds not greater than 180 knots to display three inch high numbers

operational efficiency has been affected by aircraft displaying small numbers and that positive and timely visual identification at busy general aviation airports has been compromised," the FAA said

FAA said in the four years it has permitted the smaller numbers, it has received a number of complaints from civic organizations, private citizens, air traffic controllers, law enforcement agencies and the Defense Department about the difficulty of positively identifying such aircraft because the numbers are too small to be read from a distance

"These complaints established that

To avoid undue cost of compliance to owners and manufacturers, FAA said aircraft displaying the smaller numbers before Nov 2 and aircraft manufactured after Nov 2, 1981 but before Jan 1, 1983, will be allowed to continue displaying the smaller numbers until the aircraft is repainted or the registration marks are destroyed, repainted or changed (Reprinted from Palmetto Aviation S C Aeronautics Commission)

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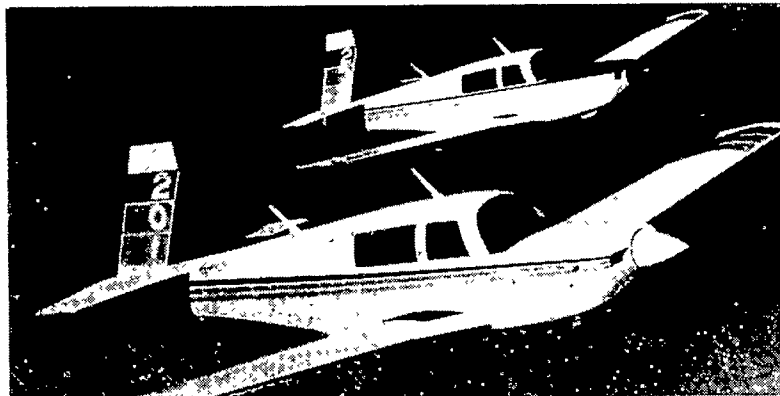
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