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

**Volume 3 - Number 1**

**January 1982**

**Walpe ton, N.D. 58775**

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**NDAA sets annual meeting**

1982 NDAA ANNUAL MEETING PROGRAM
Jan. 27-28, 1982 Holiday Inn, Dickinson, N.D.

- **Wednesday, Jan. 27**
  - 12:30: Luncheon, Board of Directors
  - 1:00: Registration
  - 2:30: Panel Discussion: The Future of Aviation
  - 5:00: Dinner on your own

- **Thursday, Jan. 28**
  - 7:30: Buffet Breakfast
  - 9:00: First Business Session
  - 10:30: Coffee Break
  - 13:00: Public Relations/Open Forum
  - 15:00: Committee Reports
  - 16:00: Economic of the 80’s
  - 18:00: Final Business Session

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**For John Odegard**

**Flying both hobby and profession**

By Tina Evans

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

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 wins 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 1968. 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 Minto, 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 1970. 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 1969. He was promoted to assistant professor in 1966 and became a Certified Public Accountant in 1980.

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**NDAA 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 NDAA 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 and through his work as an early aerial supervisor 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 Aviator Leadership Award will be presented to John 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 700-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.

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

"Does 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.

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*continued on page two*
Odegard applied for grants

"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 will 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扩建s 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. "There's a real sense of people watching and working with our graduates, who are in middle upper management — in seeing their terrific success I remember when they came here with their letter packets on and penguins 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 Cane Lake.

He has mixed feelings about the travel requirements. "I meet a lot of great, 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 up to talk with the Prince of Wales about what we're doing about weather modification a few years ago. But I also get pleasant calls up when you're gone on these shorter trips, and your family suffers for it. They've been very understanding, though."

Safety tip
Reported fromavy Piper

With the approach of cooler weather we will be using the aircraft most. Most pilots in light aircraft work by air flow over the atmosphere to streamline each aircraft and to check for carbon monoxide, and a lot of it is due to cracks in the manifold seal. You cannot smell carbon monoxide. It is tasteless and colorless. It impairs the oxygen carrying capacity of your blood, as a result Hypoxia effects occur

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- Relative Wind

Odegard applied for grants

Since the Department of Aviation got off the ground a few 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 that had weather modification. Those people came back to us and told us it was terrific and well paid, and they'd be glad — if only they knew something about weather modification," Odegard said.

That was the only one the energetic Odegard needed to apply for grants and develop a weather modification 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 150 students to a 760 student program that is highly respected. But various organizations have recognized his achievements.

He was the 1993 recipient of the United Airlines William A Wheatley Award.

Illusions leading to landing errors

A pilot may experience many different illusions in flight. Some can lead to spatial disorientation. Others can lead to a fatal error.

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

Landing errors from illusions can be prevented by acquainting them during approaches, aerial visual inspection of unfamiliar runway, and by landing using electronic glide slope or VASI system when available, and by landing optimum proficiency in landing procedures.

Prevention 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 actually is. The pilot who does not recognize this illusion will fly a lower approach, with the result of striking objects along the approach path or landing short. A wider-than-usual runway can have the opposite effect, with the result of landing too high and landing hard or over shooting the approach.

RUNWAY AND TERRAIN SLOPES ILLUSION — An up-sloping runway, for example, or both can create the illusion that the aircraft is at a higher altitude than it actually is. 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.

FEATUERLESS 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 windshield 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.

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- Relative Wind
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 announced.

Those awards will be presented at the annual awards banquet, Thursday, January 28 at a dinner to follow.

The banquet speaker will be Larry Burlam, 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.

REGISTRATION FORM FOR 1981 NDAA CONVENTION
Jan. 27-29, 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 $5.00 each: This includes one ticket for each event and registration fee:

I will attend and pay for:

I am a paid up NDAA member and will attend the Wednesday evening patio party: yes

I also want to purchase the following extra events:

Wednesday poleside party at $6.50 each
Thursday breakfast at 6:30 each
Thursday luncheon at 6:00 each
Thursday banquet at $12.00 each
Friday luncheon at $6.50 each

I will arrive by private plane on Jan. at approximately I would appreciate a parking space picking up my party at:

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 of 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):

January 1982
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 Old "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 North Dakota aviator, in Killeen, N.M. 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. "I hope 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 postlude 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 811-1, Killeen. His phone number is 903-334-3922. Reservations may also be made by contacting Lee Elliott at Box 356, Valley City, N.D. 58072 or calling 845-4277 in the evening.

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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 Aeronautic Commission.

Appropriation Bill, H. R. 4306 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 $389,467,000, to remain available until September 30, 1980, a total of $6,000,000 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 those 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 Dodge, North Dakota.

3. The Committee Report on page 83, 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 agree 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, five priority (from discretionary funds) for grant applications involving the further development of the following airports, in addition to specific airport mentioned in the House report: Fargo Municipal Airport, Fargo, N.D. Also, a major airport 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 1983 aircraft applications to aircraft owners. General aviation aircraft owners, North Dakota for the calendar year 1981 totaled 1,725 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 fees. 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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Tests check spray pattern

Gordon Brandels, Rohm and Haas, Philadelphia, Penn. and Art Lamey, NDSU, doing 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 Brandels 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 patterns," 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 calibrating when spraying and Brandels reviewed the development of fungicides for aerial application.

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

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

Photos by Ron Deck

January 1982

Relative Wind

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The present FAA regulations require that the 10 hours of solo cross-country flight 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 Aeromotive Commission's Petition for Exemption requested that the student on his or her solo cross-country flight be permitted to fly a leg of not less than 72 nautical miles between three landing points in winter time 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 be set at a minimum of 320 nautical miles in place of the total of more than 300 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 pursued 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. 3403 relating to solo cross-country student training by writing to the N.D. Aeronautical Commission, Box 600, Bismarck, North Dakota 58502.

**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 house 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 fireplace, inlaid floors, etc. are unusual and charming. I am quite sure mySpace devotees have been a Space devotee for a long time.

Sincerely,

Hannah Nelson Barnard

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COLUMBUS is undertaking an FAA testing project on a new runway marking system. Plans were for full construction but it snowed four inches the day the crews were to trench underground electrical service. The runway light-reflector system will not be installed or operational for winter test review from pilots until the spring of 1982.

CANDO has a new chairman and some new board members. They will be faced with some important decisions as to what direction the airport is to be improved. The layout plan calls for some land to be bought for realignment but this cannot be accomplished. The existing airport turf end is boxed in with roads on both sides, thus shortening the actual usable safety length of the runway. A new site should be considered.

BEULAH is planning to install an NDH, REIL, and a possible VASI for their airport. They also will expand the apron area. The airport is located in a river valley so the additional landing side mentioned will increase the safety of this energy impacted airport.

GLEN ULLIN has perforced a used beacon to install on the airport. The old beacon was very troublesome and expensive to operate. There are five beacons installed on the airfield. There are three runways open for use with runway 18-36 (treated with oil on a dirt surface) lighted and used primarily.

NAPOLEON has had some vandalism of the runway light fixtures. They were retrieved with the help of the local police authorities. To prevent further vandalism attempts, they have printed in the local newspaper an article on airport vandalism, penalties, and safety hazards of this crime. They also have installed an airport warning sign to prevent this type of action on the airport.

HAZEN will be reviewing plans to expand the airport. A possible realignment will be explored involving moving land-roads. The airport also has plans for grading as aircraft parking area and taxiway lights.

Rule changes

The Civil Aeronautics Board, effective December 31, 1981, will no longer regulate airline routes and points served. There is concern as to which federal agency will maintain an official count of airline passenger enplanements for allocation of ADAP (Federal aid to airports funds) to air carrier airports based on passenger enplanements.

Proposed federal laws for renewal of ADAP require an official count of airline passenger enplanements in order to allocate federal-aid monies to airline airports in the U.S.
**CAB route authority ends**

The power of the U.S. Civil Aviation Board (CAB) to name specific points and 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. Yavra, Director of the North Dakota Aeronautics Commission.

This means that all existing airlines and all new airlines automatically have unrestricted authority to offer nonstop service between any U.S. 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."

**GAR slots are added to ATO**

Effective December 15, 1981, on-demand Part 135 air taxi operators may operate under the FAA Flight Service Stations (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 committed from GAR or if all normal GAR slots are allocated.
2. Other than the first departure point, additional slots cannot be assigned on a 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 local time on the day in which flight is proposed.

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**FAA orders change**

The FAA has ordered that most general aviation aircraft display 13-inch federal registration numbers effective Nov. 2, 1981, reversing a 1977 decision that permitted owners of aircraft with speeds not greater than 185 knots to display those-inch numbers.

The FAA said in the four years it has permitted the smaller numbers, it has received a number of complaints from organizations, private citizens, 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 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."

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