

RELATIVE



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For this region

FAA seeks 900 controllers



Paul H. Bohr

By Nancy E. Johnson

Air traffic control is "demanding, interesting and satisfying work," according to a Federal Aviation Administration official, and the search for qualified, ambitious young people to train for this career is underway.

Paul H. Bohr, the director of the Great Lakes Region of the FAA, was in the state during early June on a search for future air traffic controllers. He listed this search to fill the ranks of traffic controllers, which were depleted following a strike by the controller's union last year, as his number one

priority. Already, 1,200 new trainees have been hired in the Great Lakes region to fill the positions of 2,650 controllers who were separated from the FAA. Of this number, Bohr reported 450 have passed the screening at the controller academy and are back at their facilities. He is hoping to hire an additional 900 controllers during 1982.

To join the ranks of those 1,500 personnel who are being trained currently at the controller academy in Oklahoma, interested persons must sign up by the end of June to take the necessary test. When the entrance test for the academy is taken, applicants are admitted on the basis of scores.

In this search, Bohr hopes to recruit and train 150 new controllers per month. The starting controller pay is \$16,000 and can range up to \$40,000 per year, depending on the facility and other considerations, he explained.

The air traffic control system is recovering from the loss of 11,500 controllers August 3, he continued. The overtime put in by remaining controllers has been cut in half since the strike, he claimed, and most controllers are given the option of working overtime or the normal 40-hour week. Also, each controller will be getting a one week vacation this summer.

Since the strike, the use of the air traffic control system has returned to 85 percent of pre-strike volume. These

numbers are being monitored so there won't be system overloads, but Bohr also admitted there were probably 3,000 extra controllers employed by the FAA at the time of the strike. He projected the extra personnel level won't be reached, even with increased air traffic, due to automation in the system.

Sectors of a center air space have also been made larger, so less personnel are needed to work a control center. This will be a plus for the industry, also, he noted. With fewer sectors in the center air space, there will be less frequency changes while in the air.

Recently, the FAA re-hired six of the striking air traffic controllers. But, this "is not the first wave of PATCO (Professional Air Traffic Controllers) members to be re-hired," he emphasized. These controllers were separated from the FAA improperly, he explained. The procedure to separate the 11,500 striking controllers was handled on an individual basis, and mistakes were made in these six cases. They were sent to different facilities, so didn't return to the facility they were working at previously.

Bohr said there are other major concerns in the FAA. The agency is one year into a lengthy study reviewing the national airspace. This is being done with the cooperation of the industry and military, looking at the airspace system in the lower 48 states. Bohr predicted this study will be the basis for

some substantial changes in the future.

The agency is also working on the National Airspace System Plan, a 20-year projection of industry needs. This plan should result in modernization of the system with new technology to increase the level of automation. This will eventually mean primary radar will be phased out for incoming traffic, he explained.

A third priority for the agency is the action to look at itself, Bohr said. This was started before the strike, but the strike made the need for the study more obvious. The human relations in the department, selection and training of supervisors and managers will all be examined. He cautioned this type of study and resulting changes will take five to seven years to implement. While there will be no dramatic changes immediately evident, he noted the problems didn't develop overnight, either.

Examining the system and getting changes in place so they are difficult to abandon is one of the chief goals of FAA Administrator Lynn Helms, according to Bohr. Helms reviewed the details of the evaluations of the National Airspace System Plan, which is a system approach to getting necessary changes made, and wants to get the plan in place.

Bohr hopes the changes will result in "restoring pride in what we do at the FAA, which is a valuable service."

Appearance counts in commuter business

By Kris Smith

Appearance is important in all phases of business, and it is especially important to smaller commuter airlines. Edward J. Godec, vice-president in charge of operations for Air Wisconsin, Inc., spoke recently at an aviation seminar sponsored by the Student Aviators Management Association (SAMA) held at the University of North Dakota.

"People like big airplanes," Godec said. "Dinky airplanes seem to indicate (to the public) a dinky airline." That's why, he said, the appearance of the crew, the airplane itself, the reservations desk, and all phases of operation and scheduling are important. "We must provide the same service as the commercial airlines," he said.

The history of what we today call the commuter airline started in the early 1960s with such airlines as Allegheny and Ozark, according to Godec. "In 1965 there was a change to Conair 440s and other aircraft. The new 727 jets were more productive because of the increased speed and the double seating," he said. "In addition, the jet was a

novelty in air transportation and had greater comfort.

"The large carriers got more and more into service, and there was a cut off of service by service carriers. This equipment change, market change, gave opportunities to other carriers," Godec said. "It was a result of increasing costs. Costs go up, management looks for ways to decrease those costs."

Commercial airlines "gave birth" to the commuter airlines, Godec said. North Central announced plans to terminate service in Chicago in December 1965. He said Air Wisconsin began service to Chicago in August 1965 with the DeHaviland, Dove, and the first Twin Otter, a turboprop aircraft, began flying to Chicago in November 1966.

"Air Wisconsin, in 1967, was operating two Twin Otters and making a profit. The company then ordered two Beach 99s to fly between Appleton (Wis.) and Minneapolis," Godec said. "These had a speed of 50 knots increase over the Otters. The introduction of more productive aircraft allowed the previously unattainable—profit."

Commuters initiated important changes in the last four years. "The entire set of rules was rearranged and listed logically," he said. "The (FAA required) changes were welcomed by most and cursed by some." At this same time, the Regulatory Reform Act was passed by Congress, which gave commuters the opportunity to bring in larger aircraft. "The commuter industry had grown up," Godec said.

"There was a need for service provided by fleets of designer aircraft that could carry 34 to 36 passengers, with the capability to carry about as much baggage and mail as anyone could expect."

Godec said there are now eight turboprops in various stages of production and will be available by late 1984 or early 1985. During his presentation, he briefly described two of these craft—the Dash 8 and the Saab-Fairchild 340 (SF 340).

He said the Dash 8 is a wide-bodied turboprop with 36, four-abreast passenger seating. It has six-foot, two-inch standing room, baggage capacity, a galley, pressurized cabin, and flush

toilet. This craft cruises at 25,000 feet at 265 knots.

The SF 340 seats three-abreast, has a six-foot standing area, a galley, baggage area, and flush toilet. It cruises at 25,000 feet at 252 knots. Godec said it is "similar in pressure, etc. to the Dash 8."

This example illustrates the switch to smaller turboprops, according to Godec. "To the traveling public, this will represent more than triple service from 6 a.m. to 9 p.m."

"The public reaction to change from jets to turboprops is seemingly proportional," he said. "I think the public is catching on . . . The change can be expressed to them in just two words: fuel cost."

The job future for commuter airlines pilots looks bright. "Studies indicate there will be an increased demand for well-trained, experienced commuter airlines pilots," according to Godec. "So, in spite of the present economic doldrums, the forecast for pilot jobs is increasing."

Aviation insurance highly specialized

By Kris Smith

There's insurance to cover nearly everything today, and the aviation industry is no exception.

Earl F. Voelz, executive vice president of Associated Aviation Underwriters, spoke at the recent aviation seminar held at the University of North Dakota.

"The insurance industry follows the basic needs of the industry it serves—it is a highly specialized area," he said. "One of the problems we face is there's not really enough airplanes... the laws of large numbers don't apply."

He said there is no regulation of the aviation underwriting business "in so far as a state or federal government has set up rates similar to those encountered in other forms of insurance." The field is also very individualized, with very few agents or brokers. Voelz said applying for an insurance claim is merely a matter of submitting the basic information on the operation to the underwriter and "at that time he makes a judgment—and, he could be wrong."

In the categories of the 747s and DC-10s, some insurance figures go into the million-dollar figures. "When you add passengers, you're talking very significant dollars," he said.

A policy is a contract between the pilot-owner and the insurance company, generally arranged by a broker, Voelz said.

There are different types of insurance for different types of and uses for the aircraft, just as there are different types of coverage for automobiles.

In a hypothetical situation, Voelz outlined the basic options available to pilot-owners of a four-place, retractable all-metal aircraft. The craft has a value of about \$50,000 and has a lean on it. The primary intention is for business—not to make a profit.

With this type of a private aircraft situation, Voelz said there are two major divisions the pilot-owner must immediately face. "First is liability coverage—what type do you need," he said. "You're hoping you never have an accident and on the other hand you don't know what kind of accident you might have or in what jurisdiction you might have it in." There would be a bodily injury protection clause.

The second area is property damage. "The difference between aircraft and automobile insurance is we separate the passenger liability coverage," Voelz said. "Most people end up taking some kind of passenger liability." In the last eight to 10 years the single limit

coverage has been popular, he said. Clients might choose a figure for each one, "so that gives you the flexibility to change dollar amounts," he said. Other "add ons" could include medical pay coverage or baggage coverage.

The next major division is the hull part. "The bank will probably insist you insure all of the aircraft you can... whether it's sitting on the runway, taxiing, or in flight," Voelz said.

Voelz said deductibles such as "not in motion" should be considered. "Obviously, the higher the deductible, the lower the rate," he said. Generally, no deductibles are given for fire loss, theft loss, or transportation loss, "and explosion would fit into the same category... weather accidents certainly enter the picture," he said.

"On the liability side, the name of the game is negligence," Voelz said. "Were you, as a pilot-owner, negligent and did you cause damage to this third party." State laws and rules of determining damages are different, so there can be a wide range of legal problems.

Voelz said many people are reporting theft losses recently, so "underwriters have to be careful in knowing the true ownership of the aircraft, its true purpose of use, etc."

"Insurance rates for our company on 210 and some of the lighter twins that are popular with the drug trade have had to be increased, just because of the number of airplanes sitting in Mexico and Colombia," Voelz said. "Basically we know where they are, but getting them back is almost impossible."

Things not covered in an insurance policy are normal wear and tear, and mechanical breakdown. "If wear and tear or mechanical breakdown would lead to a consequential accident in flight, such as engine failure and you then mess up the landing and total the airplane, then you're not concerned about coming in and applying that (the normal wear and tear, or mechanical breakdown clause)."

"There is a difference between what the FFA says and what the insurance company regards as an accident... The two are not really related; like apples and oranges," Voelz said.

"A lot of our work is of a technical nature; getting this background," he said. "We're interested in the same thing the National Transportation Board is—what the real cause of an accident was. The only difference is we have a checkbook out when those decisions are being made."

Voelz said the value on aircraft are stated value policies. "If it's a total

loss, that amount, minus any deductible, is what is paid," he said.

The "cream of the crop business, as far as Associated Underwriters is concerned" is the corporate jet business, according to Voelz.

This type of insurance business is very competitive, with no deductible clauses for corporate jet insuring.

The most repetitive type of claim is the FOD, or the foreign object damage claim; wear and tear and mechanical damage is excluded. "It can easily involve \$40,000 to \$50,000, but more likely \$100,000 to \$200,000," Voelz said. "The costs of parts of jet engines have skyrocketed, so the premium you collected last year is going to an escalated situation."

Another area in the corporate jet insuring is the guest voluntary settlement, mainly because of the higher quality of crews.

"The only thing the insurance companies have in so far as control of risk is the pilot clause. There is no reference in most of the policies to federal air regulations," Voelz said. "An early day attempt was made to have the policy read so that a violation of air regulations would be a violation of the policy, but that's contrary to the whole purpose of it..."

Underwriters mainly rely on the pilot clause, which could involve spelling out who the underwriter expects the pilot will be.

Renter pilots, in a fixed base operation, "are a potential problem from the liability standpoint," Voelz said. He recommended an individual, non-ownership policy. "It gives you something batting for you," he said.

Voelz said the airline area is specialized. "Generally there are high deductibles, generally a very negotiated type of policy with no real standard forms, and generally written on a vertical basis," he said.

"From a company standpoint, there are two job areas: one is underwriting, and two is a combination salesman and judgment man," Voelz said. "There are many independent adjusters and many experts in the field now... We're already into space with insuring satellites."

Voelz said he looks for a change in the wear and tear clause to the point where "we consider different modules of engines."

"Treat your underwriter as a friend—don't lie to him," he said. "Keep the policy reviews up to date. If you don't, it

won't hurt him, but it may hurt you."

Voelz has been employed by Associated Aviation Underwriters for 25 years in the Chicago office. He started his aviation career in the U.S. Air Corps, U.S. Air Force, as a maintenance and engineering officer. Voelz is also a member of the International Society of Air Safety Investigators and is an instrument-rated pilot.

Jubilee set

By Tiny Martin-Macheel

The town of Bowman, N.D. is planning a Diamond Jubilee Airshow to be held on July 3, 1982 at Bowman County Airport.

Featured at the airshow will be Doctor Chuck Carothers, Lincoln, Neb., and Al Pietsch and sons, Kent and Warren, from Minot, N.D.

Tired Iron, Inc. of Casper, Wyoming will display a restored World War Two aircraft.

Announcing the Jubilee festivities will be Ken Hirsch of Scranton, N.D. He will have his British Chipmunk along with him.

Featured at the airshow will be a fly in breakfast, to be held from 9:00 a.m. to 11:00 a.m. The grub is free to aircraft pilots.

In addition to the attractions already listed are the following:

10:00 a.m. MDT - Arrival and flyover of W.W. II Aircraft
12:00 noon - Old and New Parade, Downtown Bowman
12:30 p.m. - Airport closed to aircraft
1:30 p.m. - Diamond Jubilee Airshow
3:15 p.m. - Drawing for a ride in a North American B-25
3:30 p.m. - Airport reopened to aircraft

Contact with Bowman should be done on Unicom 122.8 ten miles out for advisories. Non-radio equipped aircraft make left traffic runway 29, right traffic runway 11. Please, bring your own tie-downs.

Bring the whole family and a blanket to the celebration.

RELATIVE WIND

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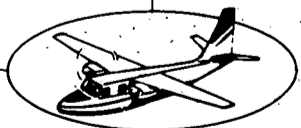
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George Batchelder award winner . . .



George Batchelder in motion . . .

By Tina Evans

The Great Lakes Regional Counselor of the Year has a Muppet clock on his office wall. When he starts talking about his life, he seems to be having a time as fun as Miss Piggy and Kermit smiling on the clock face.

George Batchelder, a safety officer of the University of North Dakota aviation department and this year's recipient of the Federal Aviation Administration award, has enthusiasm in his voice and a contagious, joyful laugh that frequently peppers his conversation.

In addition to his primary job as a safety officer, he is an accident prevention counselor and assistant chief flight instructor at the UND aviation department in Grand Forks. He teaches an aviation safety class and has several flight students, with whom he flies several times weekly. He is an aviation department designated examiner. And he loves his job.

"I have had a ball. I cannot conceive of giving that up, yet," he said. "Teaching is a most satisfying experience to me. The area that we're in, the students are so highly motivated and so thirsty for this kind of information. It's gratifying for me to solo a student — to start with an applicant who is interested and hungry for information, and teach him this highly technical, complex task in a short time. It's a challenge to keep classroom teaching interesting, appropriate and pertinent."

As a safety counselor, Batchelder works with and represents Mike Beiriger, accident prevention program manager at the Flight Standards District Office in Fargo. Batchelder is in charge of "looking for anything and everything," he says, including ramp safety and procedural items and monitoring new flight instructors to see that they are using safe procedures.

"All kinds of things. I'm all over these kids about proper clothing in the winter. We now have two- and four-man survival kits in all our aircraft — I saw that got done," he said.

"Acting as a counselor, I try to give advice that will help in safe flight. They may say, 'Hey, stick it up your nose' when I say something to them, but most pilots will say, 'Yes, I better check that out.'"

Batchelder watches for environmental problems with airports as well. "Maybe you find that someone has built a powerline across an airway. Or these grass strips — one disappears, say — this year it's a corn field. There are crazy things you encounter," he said.

learned to fly in World War II. This May 19 he celebrated 40 years since his first solo flight. "I soloed in an old biplane — open cockpit, goggles, the whole nine yards," he says. The laugh comes out as he remembers. "They were cranking them out by the thousands — we were the Army Air Corps then, filling southern skies. Most of the flight schools were in the south, because of the climate."

He then went to twin-engine school and four-engine school, then moved up to B-17s. "It's always fun to say those are the ones that won the war — that starts arguments," he says. "We always used to claim the B-24s were the crates the B-17s came in!"

He was called back to fly during the Korean war. Between wars, he says, he tried to get out of aviation.

"That didn't work. I was executive secretary of the South Dakota Implement Dealers Association. In a very short time, the association had an airplane and I was flying it, when they found out I could fly."

Batchelder brings out a box of war mementos and pictures, including pictures of his B-17 team being shot at. Opening the box opens his memory and he starts to laugh again.

"The war had some fun parts. I remember we were on an island, this Italian guy I flew with and I. Well, we ran into this very pretty lady, and he says, 'Don't I know you from somewhere?' — what a terrible old line — and of course we probably weren't feeling too much pain about then. But she was very gracious, and said maybe he did — it turns out she was the famous opera singer, Lilly Pons. I have her autograph here," he says.

"Her husband, Andre Kostelanetz, played piano — so we sat up and sang dirty songs with them until 3 a.m. They knew all the songs we did and more. For a couple slobbs that didn't know much about opera —"

A picture on a foreign currency bill reminds him of the Casbah. "Nothing looks worse or smells worse than the Casbah in Algiers. Marlena Dietrich wasn't in the Casbah. If you can imagine a dumb kid from South Dakota seeing that —," he says, and laughs at himself and the thought.

Before Batchelder and his wife Eunice came to Grand Forks in 1978, he worked with the Civil Aeronautics Administration (later the FAA) in air traffic control and flight standards. He retired from the FAA at Salt Lake City in 1978.

Fly to Oshkosh safely

The State of Wisconsin is seeking your assistance in reducing the accident rate among pilots flying to the annual Oshkosh Experimental Aircraft Association Fly-In, to be held this year July 31-August 7, and the Aerobatic competition held at Fond du Lac the following week. While this is a special problem peculiar to this state, it also involves many pilots from other states and I'm sure some from yours.

Each year a number of the thousands of pilots flying to Oshkosh to participate in the Fly-In are involved in accidents and our information indicates that many are fuel related. We know that some of these accidents could be prevented and we feel that the higher fuel costs in some locations and availability problems will probably increase the accident rate this year unless we take some action.

We want everyone to enjoy this fine event this year and would like to ask your help in reminding pilots of potential fuel and safety problems by publicizing them in your newsletters safety bulletins or news releases. Here are some items we think should be emphasized:

1. Don't stretch your fuel range; make that extra stop.
2. Call ahead to be sure fuel is available.
3. Be sure to see if appropriate octane rating fuel is available.

Other safety suggestions are as follows:

1. Be wary of the weather! Conditions can change quickly and lake effect fog can develop in minutes.
2. Make use of Flight Service Stations services.
3. File a Flight Plan.
4. Don't overextend yourself physically. Fatigue causes numerous accidents each year.
5. Be alert for other traffic. Many others are heading to EAA also.

With your assistance we are hopeful that this year's Fly-In will be enjoyed by all.

General aviation is future for UND grads

by Kris Smith

"General aviation is where you came from. General aviation is where your future is," according to the manager of Air Age Education for Cessna Aircraft Co. in Wichita, Kan.

Russell W. Watson spoke this spring to aviation students and faculty at the University of North Dakota's first aviation-seminar, sponsored by the Student Aviation Management Association (SAMA).

Watson said general aviation includes all aviation except the military and the airlines. "It is divided into two categories: personal flying—How many of you have taken a friend over the city at night?—and business flying," Watson said. "There is a great proportion of jobs coming from the (general aviation) industry."

To be an aviator, Watson said, "you have to be disciplined. You have to study in school and perceive what the instructor wants."

"You also have to be brave, because someone might ask you to give a talk on aviation. Even though public speaking takes courage, can you think of anything you'd rather talk about? There's no substitute for the challenge and reward to be able to go up and over and down," Watson said.

He said he tried to analyze "why we like aviation. First, there's more stories and jokes about aviation. Also, there's more fantasies," he said. "Aspirations create the motivation to do better because you're prepared."

Watson warned the aviators that "it becomes an exclusive club, with inside knowledge. Tell the stories," he said, "and use the knowledge, but be careful. Don't leave people out."

"People make the worst out of what we do unless we let them know that our 'remember the time when' stories are just that—stories," he said.

Watson said that in 1946, immediately after World War II, the aviation industry experienced a great boom that was soon satisfied, and then dropped off. So by 1950, the industry experienced a decrease.

The industry was affected by the 1970 recession, according to Watson. Begin-

ning in 1970, there was growth until 1978. "Money received for airplanes increased because the turbojet industry increased," he said. And in 1973, while the rest of the country experienced an oil recession, "general aviation experienced continual growth because of effective use of fuel." Then in 1980, "aviation unit production was down. Sales curtailed because of high interest rates, and the economy," Watson said.

"More than ever, the airplane is being accepted as a business tool, and not for pleasure," Watson said. "The professionally flown airplane is the way to the future. That's why it's important to have professional knowledge, professional skill, professional judgment."

A Cessna employee for 25 years, Watson has served in a wide range of responsibilities within the marketing division. For the past 10 years he has been responsible for curriculum development for the Cessna Pilot Center program, which includes more than 1,100 flight schools in 35 countries. He has conducted schools and workshops on aviation throughout the United States and Canada, as well as in Europe, Africa and Australia. Watson is a commercial pilot with multi-engine and instrument ratings, and has more than 2,500 hours of flight experience.

Numbers up

North Dakota aerial applicator licenses and general aviation aircraft registrations have increased in 1982 compared with last year at this time, according to Harold Vavra, director of the Aeronautics Commission.

Up to mid-June a total of 156 commercial aerial applicators have been licensed by the Aeronautics Commission operating 266 Ag planes and helicopters compared with 253 Ag planes and helicopters last year at this time. There are more Ag applications on hand and being processed, Vavra said.

Up to mid-June, 1982, a total of 1,650 general aviation aircraft have been registered with the Aeronautics Commission compared with 1,562 last year at this time.

Originally from Deadwood, S.D., he July 1982

Continued on p. 4

Relative Wind

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Aviation news of note . . .

From Washington

The U.S. House of Representatives Ways and Means Committee approved a tax package for the Airport Development Aid Program (ADAP) in its bill H.R. 4800. The final bill to be voted on is H.R. 2643 which includes the aviation taxes put together by the Committee. The Ways and Means Committee tax package includes:

1. Five percent airline passenger ticket tax (unchanged from the present tax). The difference being that the proceeds go into the aviation trust fund in place of the U.S. Treasury general fund.
2. A 12 cent per gallon tax on both aviation gasoline and jet motor fuel used by general aviation aircraft. The present federal tax on aviation gasoline is 4 cents per gallon at the refinery level and zero tax on jet motor fuel used by aircraft.
3. Five percent cargo way bill tax.
4. \$5.00 International departure tax on each passenger, except to Canada.
5. A small tax on aircraft tires and tubes.

The House of Representatives Rules Committee handed down a rule whereby no amendments can be offered to the tax package, when H.R. 2643 hits the House floor for final vote. However, language in H.R. 2643 which is the renewal authorization bill, which details how the federal funds are to be spent will be subject to amendment during floor debate. It is expected that H.R. 2643 will be voted on by the U.S. House of Representatives before the U.S. Senate will vote on a companion bill Senate Bill 508. The reason for this procedure is the U.S. Constitution mandates that all revenue bills must

originate in the U.S. House of Representatives.

Senate Bill 508

In the meantime Senator Nancy Kassebaum (R-Kan.) has come up with a number of changes in the Senate ADAP Companion bill which would:

1. Set an eight percent ticket tax on airline passengers.
2. Charge a 12 cents per gallon tax on aviation gasoline and 14 cents per gallon tax on jet motor fuel used by general aviation.
3. Eliminate the controversial provision that would defederalize 70 large airports which enplane over 700,000 passengers annually.
4. A cargo waybill tax of 5 percent and an International departure tax of \$3.00.

Study underway

By Nancy E. Johnson

Coordinating the use of state-owned aircraft and the use of air taxi operations in the state is currently under study. This study will be conducted by representatives of the state and the North Dakota Aviation Association, who will try to develop a plan to make the best use of aircraft for travel by state employees.

This committee was appointed by Lt. Gov. Ernest Sands following a meeting of Legislative Council Audit and Fiscal Review Committee June 14 in Bismarck. The committee reviewed a report prepared by the Legislative Council staff on possible state aircraft pooling. This study was requested by state Sen. Bryce Streibel of Fessenden, who suggested the state could save money in transportation costs by developing such an aircraft pool.

Interested air taxi operators in the state were invited to appear at the committee meeting and were included in the discussion, according to Harold Vavra, director of the N.D. Aeronautics Commission. He noted the air taxi operators in attendance were satisfied with this plan to coordinate air travel by state employees, since it includes the use of their services. This pool idea is a plan to coordinate all types of air travel, he pointed out.

Committee members include Jack Daniels of Williston, the executive director of the North Dakota Aviation Association, a representative of the University of North Dakota aviation department and a representative of the state highway department. Vavra explained there would be 11 planes available for pool use. The planes are owned by several state agencies, including UND, the highway department and the state game and fish department.

This committee is due to meet sometime in July and make a report to the Legislative Council at its next meeting, scheduled for August.

FSDO report

(From FSDO, Fargo)

The question of whether or not an aircraft flight manual is, or is not, required aboard an aircraft seems to be an area of misunderstanding. Many applicants for pilot certification have been denied during the past because they either did not have a required flight manual for their aircraft or were not familiar with its contents.

The regulatory requirement establishing whether or not a flight manual is required for a particular aircraft is determined at the time the aircraft is initially certificated. Consequently, different requirements for different aircraft have evolved over the years. A basic guideline is that any aircraft with a gross weight over 6,000 lbs. or which was manufactured after March 1, 1979 is required to have an ap-

proved flight manual aboard the aircraft. Those aircraft 6,000 lbs. and under or manufactured prior to March 1, 1979 must be considered on an individual basis. If in doubt about your aircraft, consult the Type Certificate Data Sheet; it will specify what is required in the way of placards, instrument markings, and/or manuals.

From a pilot's point of view, a thorough knowledge of the aircraft flight manual is essential. FAR 91.31, for example, requires that no person operate an aircraft without compliance with the operating limitations of that aircraft. A pilot not familiar with the contents of the limitations section of the manual might easily exceed an aircraft or engine limitation without realizing it. The normal and emergency procedures sections of the manual display airspeeds, configurations, and acceptable practices that have been determined by the manufacturer to provide the best performance possible under varying circumstances. A pilot not familiar with the information contained in manual sections might find himself in a position of "flying by the seat of his pants" and hoping to pull through an emergency when a previously tested flying technique might have kept him out of the situation to begin with. Other sections of the manual are equally helpful.

George Batchelder

From p. 3

"I came here at that time. I've been here four years — it seems like four weeks, I have so much fun," he says.

He is an avid Miss Piggy fan, an interest he shares with his grandchildren. They gave him the clock, as well as a Miss Piggy doll sitting on his office shelf. He is a Turtle — like several other UND aviation faculty — and has a picture of one turtle he has named on his wall.

He says he is the flying expert for his grandchildren, who call him with questions. "Oh, we have marvelous get-togethers. Grandfathers aren't supposed to fly and all that. I guess they're supposed to sit on front porches in rocking chairs!"

Batchelder also likes to fish for trout. "I'm a fishing nut. I was fortunate enough to be stationed in areas in the west with streams with marvelous trout fishing," he said. "We always took along that old black iron skillet and the bacon fat and fried them up — oh, they're good."

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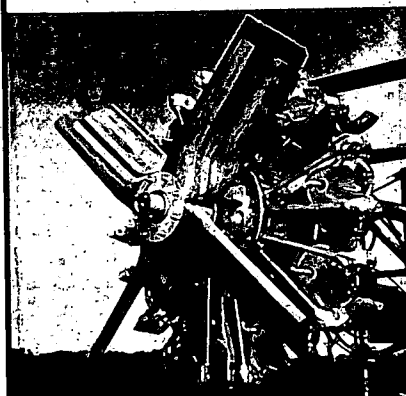
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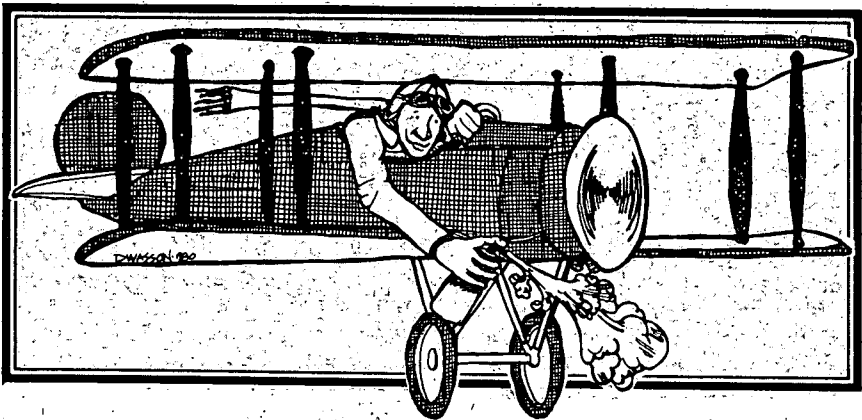
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Soybean oil research

Looks at use as pesticide carrier

ST. LOUIS, MO—Less may be more as far as soybean oil and pesticides go.

Preliminary tests by industry on the use of vegetable oil as a carrier of pesticides show good results, but more research is needed. One thing that's known for sure is that a smaller volume of oil is needed to carry the pesticides — one quart of oil as opposed to two gallons for water — so vegetable oil is often referred to as an ultra low volume carrier, or ULV.

The use of an oil carrier will allow the farmer to be his own best customer. Oil represents about 18 percent of the volume of a soybean, but about 35 percent of the dollar value of the crop. Right now, U.S. farmers and the soybean crushing industry are experiencing a surplus of soybean oil. The use of oil as a ULV carrier, representing a new market potential of 20 million gallons of oil, offers a positive impact on the value of soybeans.

In order to gather the data necessary to develop this market, the American Soybean Association (ASA) recently approved funding of five research projects. A list of these projects and the principal researchers follows.

Dr. George Kapusta, Southern Illinois University, Carbondale, "Utilizing soybean oil as a carrier for herbicides applied with the rotary nozzle at reduced volumes."

Dr. Lawrence O. Roth, Oklahoma State University, Stillwater, "Analysis, design and testing of aircraft spray systems for precision ULV application of pesticides using soybean oil diluents."

Dr. B. Jack Butler and Dr. Loren E.

Bode, University of Illinois at Urbana-Champaign, "Soybean oil as a carrier for low volume group application of pesticides."

Dr. R.G. Luttrell, Mississippi Agricultural and Forestry Experiment Station, Mississippi State, "Efficacy and target deposit of insecticide treatments applied as ULV sprays in soybean oil for control of Heliothis spp. on cotton and soybeans."

Dr. William L. Barrentine, Mississippi State University Delta Branch Experiment Station, Stoneville, "Soyoil-surfactant — a herbicide additive for aerial and group application."

So far, farmers, entomologists, aerial applicators, and industry researchers have some good things to say about vegetable oil as a ULV carrier.

As a result of a meeting ASA recently held with 40 representatives from companies and universities to discuss research needs, a Canadian firm is planning tests using vegetable oil as a pesticide carrier for control of spruce budworms in forests in Quebec.

Lacey Clark, manager of Mitchener Farms, Sumner, Miss., says they're getting a better kill and longer residual with vegetable oil. Charges for aerial application went down by 40 cents an acre because of increased efficiency due to the lower volume.

"The big advantage," Clark notes, "is being able to cut back on insecticide rates. With water, we put out 0.1 pound of Pydrin for tobacco budworm. But with low rates of oil, we've been able to drop rates back to 0.05 pound per acre for most of our season — until we get a buildup of worms."

While Clark spends 80 cents an acre to buy cottonseed oil or soybean oil, he feels that's just good business — providing a market for a commodity he produces.

Sid McDaniel of FMC Corp. expects full federal clearance for Pounce pesticide on soybeans for 1982. "Later we anticipate the use of reduced low volume oil application."

McDaniel expects their label will allow farmers to drop rates from 0.1 pound to 0.05 pound when used with oil.

"Our research also shows longer residual with Pounce and oil. But when you drop rates you give up some residual," he says. "If rates drop to the 0.05-pound level, you probably won't be able to stretch your spray interval."

McDaniel also cautions their reduced rate is recommended only under low pest pressure and during early season.

ICI Americas recently announced a new formulation of Ambush called Ambush 4 designed specifically for use with oil. Ambush will be registered on soybeans this year for water application only, but ICI is conducting research on Ambush 4 to include soybeans.

Max Skerl, Shell Chemical Co., says, "Pydrin can be used in low volume with vegetable oils on cotton and soybeans." However, in their work in cotton, Skerl says, "We found that as you increased the rate of material, yields also increase."

Based on this work, we're not recommending growers cut pyrethroid rates when they go to low volume oil carriers."

Roy Reid, Mississippi Extension entomologist, agrees that using low volumes of oil as the carrier for insecticides offers a great deal of potential in energy and time savings to aerial applicators.

"But just because you're using 27 ounces per acre of vegetable oil as your carrier you can't automatically assume you'll be able to cut insecticide rates. You may be able to, but that's going to require good management, good timing and a good evaluation of your insect problem," Reid says.

Rex Livingston is a soybean grower who also has his own plane for custom application work. He feels his insect control is as good with low volume oil as it is with a high volume water carrier. Part of the reason is when you drop from two gallons of water down to a quart of oil, you have to change to nozzles with a tighter orifice, he explains. That breaks spray into finer droplets which can better penetrate the crop canopy.

"The main advantage, though, to a custom applicator," Livingston says, "is if we're putting out just one quart per acre, a 100-gallon load will cover 400 acres. But before, with two gallons per acre, we could do only 50 acres before we'd have to go back and reload."

Farm Facts

••The U.S. exported nearly \$44 billion worth of farm products last year—giving us a favorable balance of trade in agriculture that cut our nonfarm trade deficit in half.

••More than one million people in the U.S. work in jobs related to farm exports, most of them in nonfarm industries.

••Farm exports take the production of about 1 cropland acre out of 3—which means that without exports about one-third of the nation's productive farmland would be idled, driving up the per-unit costs of production and, in turn, food prices.

••In 16 states, one-third to one-half of farm income comes from agricultural exports: Arkansas, Illinois, Indiana, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, North Carolina, North Dakota, Ohio, Oklahoma, and South Carolina.

••Farm exports have a major impact on the nonfarm business sector. Every \$1 in exports of major commodities generates an estimated additional \$1.05 in such sectors as transportation, financing, warehousing and production of supplies sold to farmers. In 1980, for example, farm exports created about \$49 billion of additional business in the nonfarm community—business that would not have existed without those farm exports.

••Farm exports turn 1 barrel of oil into 10. This is the way it works—it took about 103 million barrels of oil to produce and ship \$41 billion of farm exports in 1980. However, the U.S. imported almost 2 billion barrels of oil at a cost of \$80 billion. Those farm exports paid for more than half of the oil imports.

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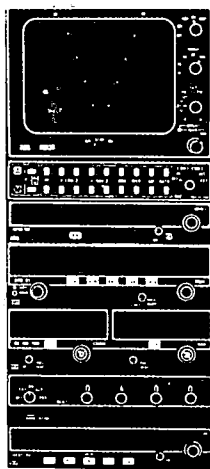
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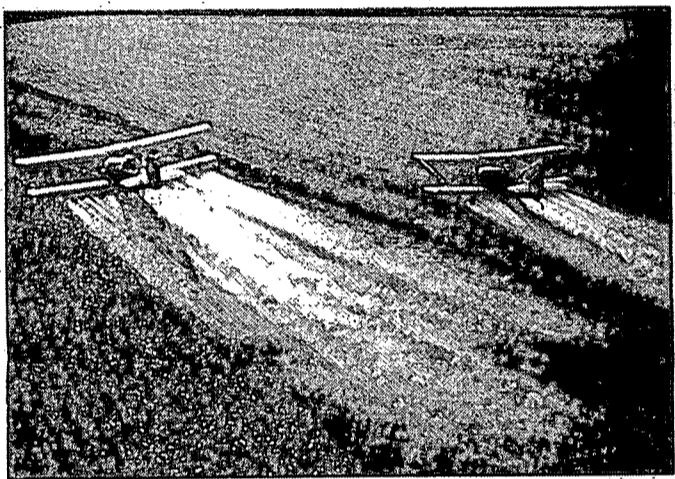
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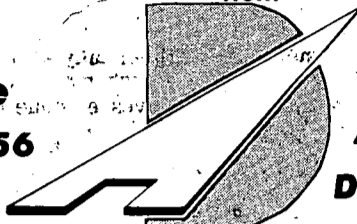
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Around the State

MANDAN . . . is considering installing a VASI system for visual guidance for landings especially since a drop in terrain exists at the SE end. The airport has a 50+ based aircraft count.

OAKES . . . has completed a rubber crack filling project. If your airport hasn't done the crack maintenance yet, contact a couple of high school kids and get some tar pots. Show them how to do it and contact our office for advice.

NEW TOWN . . . will be completing pavement of a 3,000'x50' runway with connecting taxiway and apron. The dream to financially afford a hard-surfaced runway has come true by negotiating a contract when a contractor is nearby with a plan. The local airport authority also receives revenue from a percentage of a county-wide mill levy plus the community levy. Congratulations to the airport authority for a job well done.

BEACH . . . is considering expanding the aircraft apron and developing taxiways to the hangars. The board will also analyze the need for an NDB and snow removal equipment.

LISBON . . . has 11 based aircraft. The Aeronautics Commission staff had met with the City Council to discuss the creation of an airport authority and made recommendations to insure the safety and efficiency of the airport is maintained.

HARVEY . . . plans to have a radio-controlled runway light activator operational by July. Please check with the Jamestown FSS on the operational status of this unit if you plan any nighttime activity at the Harvey Municipal Airport.

WESTHOPE . . . has had a history of bad cracks due to some spring flooding of the airport. They sealed them with a rubberized material and had relatively good success except the large cracks. They will wait until next year to do a seal coat job.

TIOGA . . . will expand the runway by 800' this summer and also construct a turf cross-wind runway. Check the FSS on this airport's status. They also are reviewing plans to develop a taxiway to the existing hangars and expand the apron.

ROLLA . . . has an airplane military surplus tug for sale. Get details from Leonard Krech, Airport Manager, 477-5145.

PARK RIVER . . . is in need of a tractor and mower to keep the cross-wind runway and airport land maintained. Check with the highway district in your area on any surplus equipment.

March grants aid airports

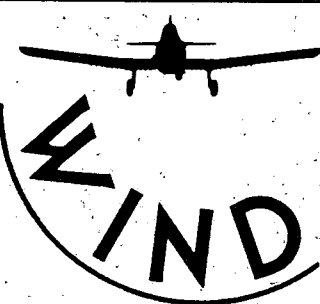
The North Dakota Aeronautics Commission in a meeting at Bismarck on March 17th, approved State-aid airport grants for 14 general aviation airport improvement projects totaling \$180,740 for paying fifty percent of the cost. These are:

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| 3. COOPERSTOWN AIRPORT AUTHORITY — Seal coat runway, taxiway & apron | 14,600.00 |
| 4. BEULAH AIRPORT AUTHORITY — Expand aircraft parking apron and widen taxiway | 24,500.00 |
| 5. BEULAH AIRPORT AUTHORITY — Overlay payment on existing runway - completed two years ago in 1980 | 24,500.00 |
| 6. TIOGA AIRPORT AUTHORITY — Extend paved runway 800 ft. - no federal aid | 27,000.00 |
| 7. HAZEN AIRPORT AUTHORITY — Construct and grade grass runway, 4,400 x 120' with ½ Hazen, ½ NDAC and ½ coal impact funds | 20,000.00 |
| 8. MCVILLE AIRPORT AUTHORITY — Runway lights, grass seed | 1,757.41 |
| 9. CROSBY AIRPORT AUTHORITY — Supplemental - overrun on costs for radio control unit, painting and turf mower | 836.00 |
| 10. MCCLUSKY AIRPORT AUTHORITY — Sand gravel for runway & taxiway | 647.08 |
| 11. HARVEY AIRPORT AUTHORITY — Materials and labor for mini-terminal | 547.67 |
| 12. ASHLEY AIRPORT AUTHORITY — Supplemental - relocate beacon tower & buildings | 405.50 |
| 13. ADAMS COUNTY AIRPORT AUTHORITY — Dirt work, grass seed - supplemental | 905.00 |
| 14. ASHLEY AIRPORT AUTHORITY — Grade & realign runway, engineering | 13,000.00 |

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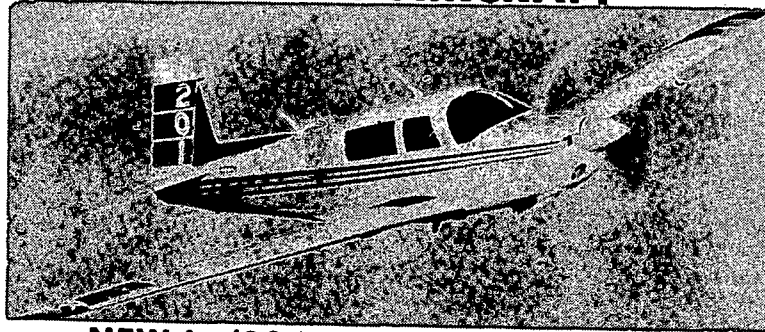
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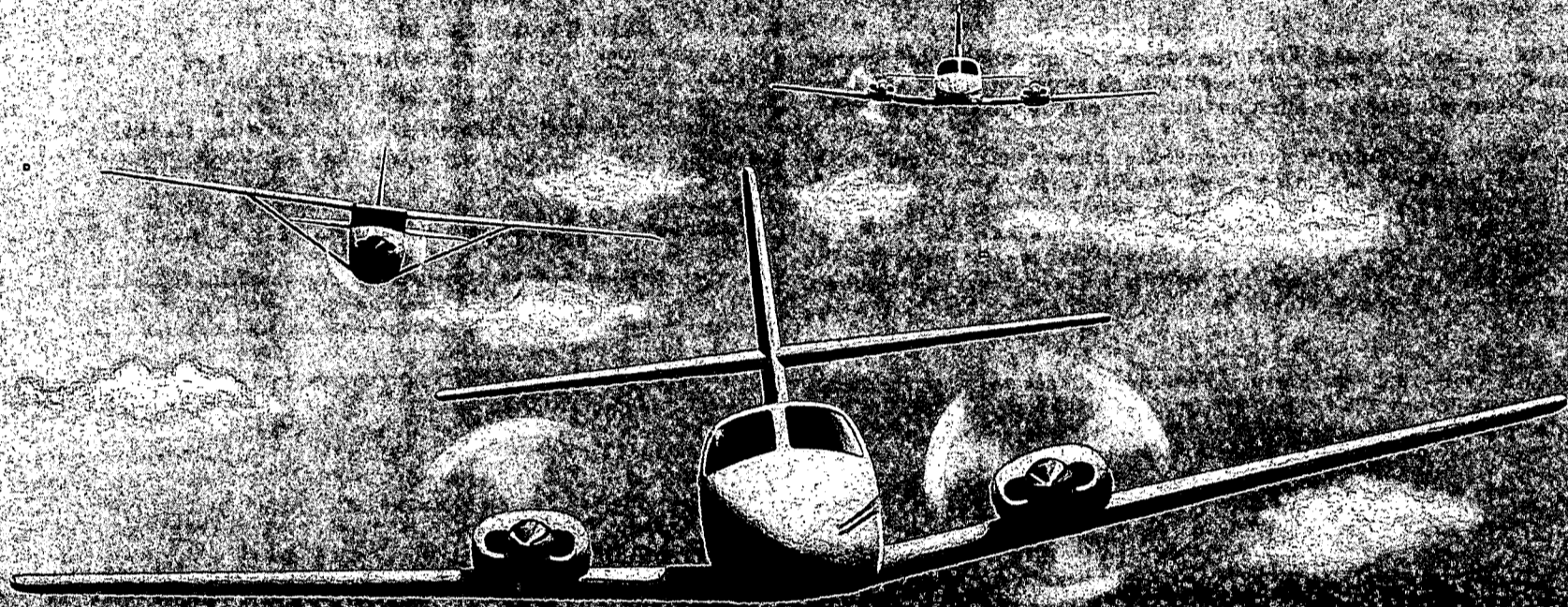
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