

RELATIVE



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Shea: "Neglect of airports is neglect of economy..."

by Gerri L. Saylor

Neglect of airports is neglect of the economy according to William F. Shea, Federal Aviation Administration (FAA).

Shea was keynote speaker for the aviation seminar held at the University of North Dakota April 29-30. Speaking to about 250 people at an evening banquet, Shea said that measures to strengthen the ailing economy must include more support for the nation's airports.

"Economists can argue for days on the exact economic impact and importance of airports," Shea said. "But you and I know that without them, there wouldn't be much of an economy to speak of."

"... buying time for the industry"

Shea, appointed Associate Administrator of Airports in 1981 by President Reagan, is responsible for a \$450 million airport aid program recently re-authorized by Congress.

He said more money is needed to meet the growing problem of inadequate airport capacity in the large cities.

Air carrier delays are already costing the airlines about \$1.4 billion annually, Shea said. Without increased capacity, the costs are expected to double by 1990.

"We are doing what we can to relieve the symptoms and minimize the costs... managing the traffic in a way that keeps demand within reasonable limits... enabling pilots to absorb most delays on the ground instead of holding in the air," Shea said.

"This is buying time for the industry... but it must not be allowed to conceal the urgent need for local action to bring airport capacity back into balance with demand."

As early as 1946, cities and counties received federal grants for airport development. A trust fund, established in 1970 by Congress, has distributed over \$4.4 billion in grants.

North Dakota has received \$36 million from the fund for 77 projects at 27 different airports, Shea said, not including \$400,000 for nine airport system planning guides.

But Shea stressed the need for other revenue sources to make the airports "as financially independent as possible."

"Federal aid always has been and June 1982



William Shea

Airport total drops

Once again the Federal Aviation Administration's annual count of U.S. landing places shows a gain. But the real total of airports has almost stopped growing and the number open for public use has declined for 10 years.

While most reports happily state the pluses, the minuses must be faced if remedial action is to be effective — in renewal of the airport act or otherwise.

Here are the FAA's January 1982 figures, compiled by the Safety and Compliance Division, Office of Airport Standards.

Type of Facility	Jan. 1 1982	Net Change	Abandoned
Airports	12,427	187	283
Heliports	2,507	171	80
Stolports	57	-1	1
Seaplane	485	-42	13
Total	15,476	-315	377

The gain in North Dakota airports was given as 136 after a survey by the aeronautics commission found scores of small fields not on record. Discount those, and the real increase in U.S. airports was only about 40 after a rise of hundreds each year since World War II. Improvement in 1982 is doubtful.

While the count of new fields and abandonments is not precise due to lack of FAA field personnel, the figures are mostly consistent with known trends. The heliport total does not include lan-

ding pads on airports.

Most new airports are small, privately owned grass fields and strips under 3,000 feet. Few if any of consequence were added. Abandonments included 113 open to the public, 81 of them publicly owned. It is not known how many were busy fields. FAA discontinued a breakdown by runway length.

The number of airports with runways over 6,000 feet was 684, a gain of 32 by runway lengthening rather than through the addition of new fields.

Here are totals by ownership:

Type of Facility	Public	Change	Private	Change
Airports	4,163	-10	8,264	197
Heliports	478	30	2,029	141
Stolports	4	0	53	-1
Seaplane	153	-36	332	-6
Total	4,798	-16	10,678	331

Public-use airports have dropped more than 11% from the high of 6,612 in 1972, with a net loss every year since, a total loss of 766. Here is how they went in recent years:

Owner	Jan. 1 1982	'81	'80	'79	'78	'77
Public	3,995	-4	-13	-6	19	20
Private	1,851	-134	-124	-167	-59	-79
Total	5,846	-138	-137	-173	-40	-59

(Reprinted from Airport Services Management)

always will be limited. It is essentially a supplement, not a replacement for local, state and private investment."

The sluggish economy is one barrier to airport expansion plans. Local opposition to the high noise levels is another.

Shea said the newer, quieter airplanes will improve the situation, but local governments and airport management should also "hold the line on residential development in noise sensitive areas."

Shea said, however, that opportunities to expand major airports will remain limited. Instead, the FAA's emphasis during the next 20 years will be on better airport management and higher levels of automation.

"... aviation will be more efficient..."

The long-range national airspace plan, recently announced by FAA Director Lynn Helms, describes improvements that "will save the taxpayers billions of dollars in operating costs."

"Aviation won't just be busier, it will be more efficient," Shea said.

Education and training are key to the industry's future. Shea said FAA is working with colleges and universities around the country to strengthen the airways science program.

That agency plans to eventually hire 500 graduates annually from aviation departments at institutions like the University of North Dakota which Shea said "is expected to be instrumental in developing the program."

According to Shea, the air controllers' strike was not "the devastating blow" that many people believed would "leave the nation stunned and helpless."

"As you can see, while there is still some residual damage, a determined FAA and resilient airport and airline management have found ways to meet basic public needs."

Despite the strike and the current recession, Shea said, "our most recent forecasts predict a rapid return to healthy growth patterns."

"Between now and 1993, air carrier enplanements are projected to increase 72 percent, commuter enplanements 170 percent, air cargo 75 percent, and the general aviation fleet will grow to over 330,000 aircraft.

N. D. state ATCO against aircraft pool

Reprinted from April 30, 1982 — Grand Forks Herald

By Gail Hand
Herald Staff Writer

Charter air service operators don't like the idea of a state aircraft pool.

They traveled from all over North Dakota Thursday to tell the state Aeronautics Commission that.

The commission, meeting in Grand Forks, tried to assure the business representatives it doesn't favor taking flights away from them and giving them to the state. Under study is a plan to use state-owned aircraft more widely to cut travel costs. Such a proposal could eat into their already thin profit margins, the charter owners said.

The plan will be studied by the 15-member bipartisan Legislative Council and the Legislative Audit and Fiscal Review Committee. A survey of state officials on air travel is due May 6. A report is expected this summer.

Commission chairman John Odegard, who heads the University of North Dakota Aviation Department, said he understood why they were nervous but said the charter services could profit from the change.

He said after the meeting that "95 percent" of the operators' fears were based on inadequate information.

The charter operators initially thought the state pool plan was formulated by Odegard. The plan was first revealed in a letter by Sen. Bryce Streibel, Fessenden, N.D., to Roy Hausauer, chairman of the Legislative Council. In it, he cited the \$10 million state officials spent on travel in the 1979 biennium. That didn't include travel by the Board of Higher Education, the Bank of North Dakota, the State Mill and Elevator and Job Services, he wrote. Plus, some departments' travel requests went up more than 100 percent.

Streibel said in a telephone interview that a study he chaired 10 years ago suggested the state form an airplane pool like a car pool. The Legislature decided there was not enough travel to justify it. "But now it's a different story," he said Thursday night. "There's much more travel today," Streibel said.

"Inasmuch as we have a fiscal crisis, it's time to look at it again," he said. The job of a lawmaker is to see that state money is spent wisely, "not necessarily keep people in business," he said. "I don't see any high obligation to keep their finances flourishing," Streibel said.

The operators are getting unduly alarmed over the effect the plan would have on their businesses, he said. "I don't think it will impact them that much," Streibel said.

Odegard said the state is interested in using the planes more efficiently to save money, not to edge in on the private companies' business.

Odegard was put in the position of explaining the plan under consideration to the business owners. "All we've heard is rumor," he said in defense. The proposal was suggested when officials "were looking for a vehicle to save the state some money, to better utilize airplanes. I said it was a detriment to operators, especially those based in Bismarck," Odegard retorted.

He argued that the charters might actually gain business if the study shows an increase in plane travel would save the state money. "You've got everything to gain and nothing to lose. Your greatest fear has to be UND. The Highway Department flies in to Grand Forks several times a week for the State Mill and Elevator and the governor. The plane just sits there. There's no reason it couldn't pick up a group of UND doctors and fly them somewhere else," Odegard said.

Dennis Rohlf, Bismarck, Executive Air Taxi, said, "The spin off is it could be detrimental."

Devils Lake operator Bob Meier, of Meier and Foss Flight Service, questioned whether lawmakers would use the state airplanes during the session. "When the Legislature is in session, that is a lot of our business," he said.

Odegard responded that the concern was legitimate. Texas and Michigan are using a state pool for their official travel, he told Meier. Odegard said he had not heard the rumor that lawmakers would get daily flights to the Capitol during the session. He dismissed it.

If the Legislative Council, with its research staff, recommends that state officials rely more heavily on air travel than their own cars, the operators stand to gain, Odegard said. "Most drive by themselves and then stay overnight and drive back," Odegard said of officials attending meetings on state business. With same-day air travel the state could save on the per diem and meal expenses the officials now charge the state. "I feel it would benefit the aviation industry in the state with increased charters," Odegard said.

Charter business owners would help themselves by lobbying tactfully and stressing the positive points of air

travel rather than complaining about their business being hurt by the plan, Odegard advised.

The other commission members present, Lyle Hilden, Bismarck, and Darrol Schroeder, Davenport, N.D., both operate aviation businesses.

Hilden said opinions on the plan would be premature. "We'd be doing a disservice to cry wolf before we know there was one," he said.

Schroeder said the commission would take an in-depth look at the proposal and make an objective determination.

Charter owners thought they would get a recommendation from the commission on the state-owned plane pool. Instead, the members voted only against inclusion of the commission's plane in the pool because of its age. That was all it was asked to do, Odegard said. Since other departments' planes are just for "special uses" only UND's two planes and the governor's plane would be feasible for use in the proposed pool, Odegard said.

Pete Hall, Fargo, of Executive Aviation, cautioned that the immediate reactions of the businessmen were based on either misinformation or no information. "I think your comments have taken a lot of our concerns and set them aside," he told Odegard.

E.D. Vanover, of Dickinson Air Service, said most charters are running "on a very marginal profit basis now... I'd like for somebody to explain how the state can operate on a more profitable basis than we can. If the concept is like Mr. Odegard mentioned moving toward air transportation, then yeah, it can save money — state money," he said.

The politics of a state-owned pool might cause trouble. "State-owned and state-operated and state-piloted — they've got a word for that," he said. "Where does it stop?"

Odegard said the politics of the state seeming to compete with free enterprise might be touchy. "On the plus side, they're scrambling for dollars. It makes sense if less money is spent. But they've got to make sure that it wouldn't hurt private enterprise," he said.

Tension exists between some of the charter owners and the university, which they see as a competitor who operates without the shackles of certain Federal Aviation Administration regulations. Odegard disputed the claim that it's competing, saying the university's costs are higher than private companies' and UND is not

operating a charter service. "We hear discussion constantly that UND is into commercial business. That flat out isn't true. We're not," he said.

Meier told Odegard later, "You do the same thing we do for a lot less headache and are making more money."

"The university's air business is a 'pain' and in the red, Odegard stated.

NATA negative on aviation taxes

WASHINGTON, D.C., May 7, 1982 — The National Air Transportation Association (NATA) today expressed its dissatisfaction with the aviation taxes recommended by the House Ways and Means Committee in its mark-up of House Resolution (HR) 4800, the companion tax bill to the Airport and Airway System Development Act (HR 2643).

"The Committee's 12 cents per-gallon excise tax on aviation fuels and the 5-percent passenger ticket and cargo waybill taxes will generate far more revenue than is needed to fund the proposals in HR 2643 for the development of the nation's airport and airway system," criticized NATA president Lawrence L. Burian. He added, "NATA Members cannot support these taxes unless airport funding levels are increased substantially."

The Association's president also characterized the two-year length of the tax program as a "shortsighted approach that will hinder the long-term revitalization of the nation's air transportation system."

In response to the recommendations of the Ways and Means Committee, NATA will press for higher airport and airway spending levels when the full House debates the aviation taxes. "We have assurances from Aviation Subcommittee Chairman Norman Mineta that he will offer an amendment to increase the funding in HR 2643," Burian explained.

The National Air Transportation Association (NATA) represents the interests of aviation service and support companies (fixed base operators, or FBOs), air taxi companies and commuter airlines at 1,000 locations across the United States.

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Twin City airports

A story of successful cooperation

by Kris Smith

Editor's note: Material for this article came from a speech by McCabe at a late April Aviation seminar at UND, Grand Forks.

Aviation as a mode of transportation was just emerging and the national aviation system was in its infancy when the cities of Minneapolis and St. Paul constructed fields to serve commercial aviation.

The industry was in a high activity and growth phase, and competition for service spurred the development of the Wold-Chamberlain Field and the Holman Field, the base for Northwest Airlines. "In the 1930s, however, differences developed between St. Paul and Northwest over airport construction policies," said Lawrence E. McCabe. "Northwest was able to have Holman Field condemned for commercial purposes by the Civil Aeronautics Authority, and moved its flight operations to Wold-Chamberlain Field."

McCabe, assistant airport director-operations, Minneapolis-St. Paul International Airport, for the Metropolitan Airports Commission, said a rivalry soon developed between the two airports. "The danger was, of course, that each city would attempt to develop a major airport for use by scheduled airlines, while the airlines would only operate from one such airport. These efforts would represent destructive competition at its worst," he said.

The concept of a joint approach to airport development, designed to "unite the two cities in a program of airport

"... no new
airport can
be created ...
without approval ..."

development that would benefit the metropolitan area and the entire state," was created as a municipal corporation reporting directly to the Legislature.

The Metropolitan Airports Commission (MAC) was given broad permissive authority and control over all aeronautical activities within a specified geographical area, which has been expanded today to include "a 35-mile radius from each city hall or the seven-county Twin Cities metropolitan area," McCabe said. The "permissive control," he explained, means that no new airport can be created or operated within the area of jurisdiction without explicit approval by the MAC, "based on the determination that the proposed airport will not compromise any airport owned, operated or planned by the MAC."

McCabe said the MAC has complete jurisdiction over the maintenance, operation, expansion, and development of airports under its control, and any others it may acquire or construct and operate. "In addition, the MAC was given 'all the powers as a body corporate necessary and convenient to accomplish the objects and to perform the duties prescribed' ...," he said.

"The initial membership of the MAC consisted of nine persons," McCabe said. Four members represented each city, and the ninth member served as chairman and was appointed by the Minnesota governor to represent out-of-state interests, and to serve as an arbiter and overcome parochial interests.

In 1976 the MAC expanded to include suburban membership, due to a shift in location of airline passengers and the fact that any future airports would be

located outside the area of the two central cities. And in 1981 the Commission membership changed to a one-man, one-vote basis for the entire metropolitan area, entirely appointed by the governor. "So today we have 11 members, including the chairman," he said.

"Early in the history of the MAC, the concept of development and operation of an integrated multi-airport system was actively promoted," according to McCabe. Specifically, "MAC operation of a system of reliever airports to serve non-airline traffic," with the intention to relieve congestion at Wold-Chamberlain Field. Airport acquisitions made between 1948 and 1981 were Flying Cloud, Crystal, Anoka County-Blaine, Lake Elmo, and Airlake airports.

"The success of the secondary airports is illustrated by the fact that in 1950, 48 percent of general-aviation based aircraft were at Wold-Chamberlain Field;

by 1982, however, only five percent of the based general aviation aircraft remain at Wold-Chamberlain Field," McCabe said.

"The MAC operates on a basic philosophy of maintaining a self-sustaining status and not making use of its statutory levy authority," according to McCabe. "Although a creature of the state legislature, the MAC functions independently with regard to its operating budget, and must have legislative approval only on certain elements of bonding authority for capital expenditures."

He said that Wold-Chamberlain Field was detached from surrounding municipalities by legislative action in 1953. Consequently, the MAC was given authority to tax those properties eligible for taxation on Wold Chamberlain Field to pay the costs of police and fire protection, as well as street maintenance at the airport. Taxable property at the reliever airports is tax-

ed by the local units of government, and not the MAC, according to McCabe.

"It is no secret that each of the reliever airports lose money in varying degrees," according to McCabe, which is a direct result of the system-wide approach to finances the MAC employs. "It is, however, in the best interest of the travelling public to absorb these losses in order to maintain the viability of the focal point of the system—Wold-Chamberlain Field." He said the reliever airports accommodate about 75 percent of total system operations, for an expenditure of four to five percent of capital and operating dollars.

The MAC currently operates the third busiest airport in the United States "at no cost to the taxpayers of our metropolitan area, and Wold-Chamberlain Field has recently been named one of the five safest airports in the world" by the International Federation of Airline Pilots Association, according to McCabe.

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Relative Wind

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De-regulation increases efficiency

by Kris Smith

De-regulation has caused a lot of competition in the airline industry which has led to increased efficiency, according to a representative of Republic Airlines.

Capt. Ruppert E. Thompson said de-regulation has "turned the industry upside down." He said in the 'good old days' (before deregulation) there would be some sort of change about every five years. "It was a slow pace, with little advancement. People were content to stay in one place for a long time," he said.

There was a heavy subsidy from the federal government, which led to security in the low-risk job of airline pilot. "A couple of airlines were not involved as heavily in the subsidy as some larger airlines," Thompson said.

The formation of the Airline Pilots Union and other airline related unions made pilots feel secure. "As a union man, you went your own way and the union would take care of you," he said. He called the eight to 11 days he worked per month "a fun, fulfilling job... It certainly was fun in those days not to talk on the radio and to be relaxed."

Today, he said, the competitive spirit brought about by deregulation has driven fares to a low rate. "About 73

"There is less security today..."

percent of the (Republic) system fares have gone down," he said. "So far the structure is working. Obviously, it's not providing the yield to airlines, but we will see that negative improve over time..."

"One of the sad things about deregulation," Thompson said, "is they (the competing airlines) have to be more competitive—lean and mean—which causes layoffs. There is no question that's a negative."

He said deregulation of airlines has created different working conditions. "There's less security today," he said.

"In the long run, possibly deregulation will have made the industry more viable to the public and most fares will be coming down," according to Thompson. In the long run, fares in non-competitive markets will dove-tail, he

"... pilots must like to fly..."

said, and "certainly the frequency of service will be increased."

Working conditions for airline pilots are still changing today, so "the new airline pilot is going to have to like to fly... there's not this eight to 11 days a month, but it's more like 17 to 20," he said. "Rather than just pilot machines, this will force you to be a manager. Actually, a small percentage of time is spent working the buttons... Really, hands-on time is appreciated less."

Pay for new pilots is good. "It is certainly good now, and I don't see it going down dramatically," Thompson said. "Schools are producing pilots with more knowledge, in general, of the plane; they have a business degree, so you come up with a pilot-understanding finances better."

He said pilots have to be prepared for the future. "It's one thing to make a good income, it's another thing to keep a good income," Thompson said.

Security for new airline pilots, at least for the first few years, is "very touch and go," he said. "Pilots are on the seniority system in most airlines—certainly you want to be diversified. The new pilot must look for a side-step in another area if he is furloughed."

Thompson said new pilots should consider the geographical area in which they want to live and then resign themselves to that. "The bottom line—the catch-all—to all this is commuting. People are commuting cross-country to work, and that just won't work for long."

He said the country is experiencing a culture shock that is hard on pilots, and the unions.

"You have to be more of your own leader," Thompson said. "Unions are now going through a big change... In the past we could just touch with the union. We will have to be less dependent on the union and more dependent on ourselves."

The best way to go into aviation is to

also get a business background, according to Thompson. He said new pilots will be looking at new systems and doing less flying than in the past.

"By the end of 1983 you will see a trend toward what I call good range and airline industry pick-up," he said. "I see an increase in travel and revenue. I think that will continue because of the fare structuring..."

"The spoke and hub system will prevail," Thompson said. "The gates today are either empty or full; we will work schedules around when people want to go."

"The pilot hiring aspect is very cyclical," he said. "Some places it is very tight, and then it will open up." He advised new pilots to watch the market so they know when "to jump in."

He said total time as one criteria "means nothing" in hiring practices of many airlines. "Experience today in hours—3,000 to 5,000 hours of experience with an airline" is advised.

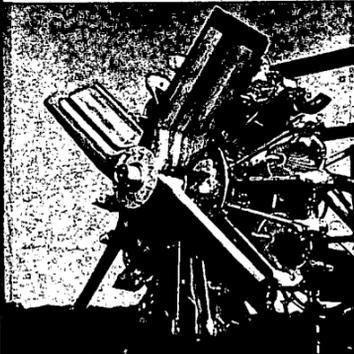
(Thompson's remarks were made at a spring aviation seminar at UND, Grand Forks.)

Airport grants report

The North Dakota Aeronautics Commission in a meeting at Grand Forks on April 29, 1982 approved state-aid airport grant for 16 general aviation airport projects totaling \$98,899.04 for paying fifty percent of the costs. These are:

	State-Aid Grants
1. CAVALIER AIRPORT— Overlay pavement on runway, taxiway and apron and engineering	\$33,855.38
2. GWINNER AIRPORT— Fill pavement cracks and seal coat on runway, taxiway and apron and engineering	19,850.00
3. HARVEY AIRPORT— Purchase and install radio control unit for runway lights	600.00
4. LANGDON AIRPORT— Major repair to airport beacon light	113.57
5. MCVILLE AIRPORT— For tractor and mower attachment for turf runway	1,140.77
6. OAKES AIRPORT— For runway crack cleaning and filling and seal	2,050.00
7. PARK RIVER AIRPORT— Dirt work to smoothen runway and taxiway	647.50
8. PARK RIVER AIRPORT— Four-wheel drive pickup with snow blade	1,000.00
9. PARSHALL AIRPORT— Seal coat taxiway and apron and runway light fixtures	2,625.00
10. PARSHALL AIRPORT— Paint runway numerals and centerline striping	500.00
11. RUGBY AIRPORT— Seal coat runway, taxiway and apron and engineering	14,000.00
12. RUGBY AIRPORT— Used tractor with loader, snow blade and grass mower	2,208.94
13. WATFORD CITY AIRPORT— Widen paved taxiway and environmental statement	4,750.00
14. WATFORD CITY AIRPORT— Repairs on mini-terminal, storage shed for snow plow	3,601.63
15. TIOGA AIRPORT— Supplemental amount for paved runway extension	1,956.25
16. TIOGA AIRPORT— Cross-wind runway construction with turf	10,000.00
TOTAL	\$98,899.04

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Around bee hives

While North Dakota has fallen from its lofty perch as the nation's leading honey-producing state in 1979, it still is right up there.

The state's honey production last year was a record — for North Dakota — high of 23.1 million pounds, but it still rates behind Florida as the nation's top honey producer.

North Dakota still ranks well out in front with the highest production per colony with 110 pounds of honey. The national average is about 50 pounds. As recently as two years ago, commercial beekeepers operated over 90 percent of the bee colonies in the state. Morton county leads the state in number of beekeepers and colonies.

North Dakota's rise in honey production parallels the expansion of the sunflower crop. Honeybees are a must in the production of hybrid seed. Pollen must be transferred from male to male-sterile strain. With hybrid seed production, it's a matter of no bees, no seed, says Marvin Nelson, entomologist at North Dakota State University.

With confectionary sunflower, a high level of pollination is necessary to produce a crop. Oil-type sunflower — most commonly grown in the state — usually is attractive enough to other pollinators that honeybees might not be absolutely necessary to increase yields.

About the only way to determine whether honeybees are necessary is to examine heads at the end of the season. If you find sterile seeds, chances are that you need extra pollination. Rather than take that chance, many farmers have honeybees placed in the sunflower field as "insurance."

Every year, it seems spraying sunflower is necessary to kill some insect threatening the crop. Spraying the crop need not necessarily kill colonies of bees, says Dennis Kopp, extension entomologist at NDSU.

Timing the spray activity — either early in the morning or late evening — after pollinator activity is over, will reduce bee kill. Also choosing an insecticide that kills quickly and leaves the field relatively fast, will help insure honeybee and other bee safety. Each county extension office now has an AGNET terminal which includes the BEESITE program. This gives the location of bee colonies in a given county.

Individuals interested in details of the honey industry in the state can write the Department of Agricultural Economics at NDSU and request "Marketing North Dakota Honey," Agricultural Economics Report No. 148.

Herbicides require rain

Preemergence herbicides must be in the soil when weed seeds are germinating. Rainfall is essential to make such herbicides perform at their best. Most preemergence herbicides require ¼ to ¾ inches of rain after application to carry them into the weed seed germination zone.

The 5 to 10 gallons of water applied with the chemical at the time of spraying have no real effect on moving the chemical into the soil, according to Dr. C.V. Eberlein, extension weed specialist at North Dakota State University.

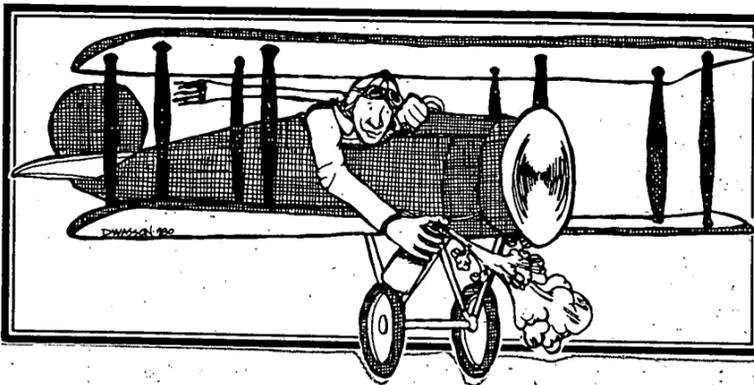
If dry weather prevails for more than 10 to 14 days after a preemergence treatment, weed seeds will sprout in the herbicide-free soil and grow without harm through the chemical layer on the soil surface.

Too much rainfall is as bad as having too little. Excessive moisture may carry the herbicides down past the weed root zone or dilute them so much that they are no longer effective.

Mechanical incorporation frequently is recommended or required at application time. The various preemergence chemicals vary in the amount of rainfall required for activation and have different recommendations on incorporation. Read labels carefully for this information.

"Mechanical incorporation does not eliminate the need for rainfall, however. Even if the chemical is incorporated, it still may not work well without adequate rainfall," Eberlein points out. If the weeds grow before it rains, follow through with post-emergence spraying or cultivation, the specialist advises. Remember that preemergence chemicals have little or no effect on weeds that are up and growing.

Do not rely on herbicides entirely for weed control. Be prepared to follow through with other weed control measures if the chemical fails, cautions Eberlein.



The importance of herbicides

This COULD Happen:

—In general, if herbicides were not available for U.S. agriculture, 31 percent of the total production of the major food crops would be lost.

ECONOMIC BURDEN: \$12.95 billion in lost revenues.

FOOD EXPORTS: Eliminated or seriously reduced; favorable balance of payment plummets.

LOSS PER AMERICAN FARMER: \$4,469

INCREASE IN CONSUMER FOOD PRICES: 50 percent.

REQUIRED ADDITIONAL CROPLAND: 128 million more acres would have to be farmed to produce the same quantities of food and fiber using available non-chemical means of weed control. (A 46 percent increase; not a feasible alternative because the land is not available.)

REMEMBER: 10 percent of all herbicides used is 2,4-D. Considering 2,4-D specifically:

—If uses were discontinued in North Dakota, wild mustard weed infestations would run rampant, resulting in an economic loss to the state exceeding \$175 million annually in small grains and flax. In a hungry world, this economic loss converted to wheat could feed 13 million people for one year or make enough loaves of bread to circle the earth 45 times. Nationwide, the loss would be \$2.8 billion.

—2,4-D helps eliminate certain pasture weeds which kill three to five percent of the cattle, sheep and horses on rangeland in the western United States.

(From National Coalition for a reasonable 2,4-D policy)

Farm facts

••One person working on a U.S. farm produces food and fiber for 78 other persons, 51 in the United States and 27 abroad.

••The United States, with less than three-tenths of one percent of the world's farmers and farmworkers, produces 66% of the world's soybeans, 60% of the grapefruit, 50% of the corn, 31% of the sorghum, 30% of the poultry, 27% of the green peas, 22% of the beef, 22% of the oranges, 21% of the peaches, 16% of the tomatoes, 15% of the eggs, 14% of the wheat and 13% of the pork.

••Per capita annual consumption of food in the United States is 1,365 pounds (retail weight equivalent). One farmworker produces an average of 107,000 pounds of food (retail weight equivalent), or 53 tons of finished product.

••We spend less than 17 percent (16.6 percent) of our disposable income on food today, compared with as much as 60 to 70 percent in some countries. In 1970, we spent 17.2 percent; in 1960, 20 percent. ☆



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News from NATA

WASHINGTON, D.C., April 23, 1982 — The National Air Transportation Association (NATA) has recommended to House Ways and Means Committee Chairman Dan Rostenkowski (D-Ill.) that an 8.5 cents tax on all aviation fuels and a 6-percent ticket tax could fund proposed airport and airways programs and certain operations of the Federal Aviation Administration (FAA).

"Our research shows that these tax levels could adequately support a good airport and airways program," explained NATA president Lawrence L. Burian. "The taxes we have calculated are based on funding levels in the Airport and Airway Improvement Act (HR 2643)."

HR 2643 would authorize \$600 million in fiscal year (FY) 1982 and the same amount in FY 1983 for airport development and improvement. The bill would also limit Aviation Trust Fund expenditures to 50 percent of operations and maintenance expenses for the airways system, a restriction which NATA supports.

Burian noted, however, that HR 2643

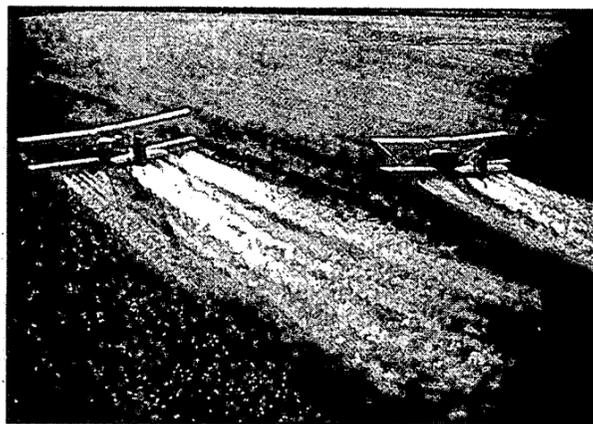
should be expanded. Specifically, he called for a minimum of \$650 in airport funding during FY 1982 with annual increases of between 10 and 15 percent for the duration of the program, which he said should be five years.

He also recommended that the FAA's facilities and equipment as well as research and development needs should be fully met for the air traffic control modernization plan proposed by the agency. Aviation Trust Fund expenditures for the FAA's operations and maintenance costs should be limited to 50 percent of airways system costs.

Burian said, "We recognize that this level of funding will require additional revenues, and NATA members would be willing to share this burden. According to our calculations, a 12 cents per gallon tax on aviation gasoline, a 14 cents tax on jet fuel, and a ticket tax of 7 or 8 percent would be sufficient."

NATA's president also called for a special tax exemption for pilots of aircraft with fewer than 200 horsepower, citing their small effect on the airways system.

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