Giving something back ...

by Nancy E. Johnson

Ag spraying is no longer viewed as a romantic industry, populated with pilots sporting white scarves and gog- gles. Rather, it has become accepted as a permanent industry, with expanding business opportunities.

The image of aerial spraying was changed in part by the North Dakota Aviation Association, according to its new president, Larry Linrud of Watford City. Helping to change the image of ag aviation is one of the reasons Linrud became active in the organization after joining in the early '70s. Negative sentiment against the aerial application business was one of the reasons the pilot joined NDAA and that's one of the reasons the organization is needed, he points out.

Until the past few years, the industry has been a small one, he notes during an afternoon interview in his home. "It's only been during the last eight or 10 years the industry has been established as a permanent industry."

During the fledgling years, the industry was constantly under attack but the times of being on the defensive all the time has changed, he says. Aerial application has now been recognized as a needed industry.

Being an officer of a "statewide" organization such as NDAA takes a great deal of time. But, Linrud says, "If something is good to you, you have the responsibility to contribute to that industry." He views his time spent as an NDAA officer as a contribution to the aerial application industry.

"I chose to become involved in NDAA to contribute what I could contribute, to help keep the industry going and active. I have never agreed with riding on the coattails of others' work, letting someone else do the work and reaping the benefits."

Linrud listed one of those benefits as the ability to go out and get in a plane and fly. "Everyone can contribute something. Everyone should get a little involved."

The Velva, N.D., native earned his license in 1967, shortly before entering the Army. But, Army regulations kept him from flying while in the service. He did keep up in aviation as a helicopter mechanic.

After being discharged from the Army, Linrud went to college at the University of North Dakota at Grand Forks, majoring in accounting. While going to college, he found he didn't care for accounting and did enjoy parachuting. This led him to jumping with the sport parachute team at UND and an acquaintance with pilot Don Deet at Hillsboro, who did a lot of flying for the team.

Eventually, Linrud wound up working as a spray pilot for Deck during 1972 and 1973. He left Hillsboro and moved to Watford City in August of 1974, where he formed Grand Rapids Aviation with partner Gerry Beck.

"I had no intention of going into the business."

After spending a summer doing demonstration jumps around the state and two slots at the national collegiate meet in Florida, Linrud hasn't done much jumping since. But he points to the happy circumstance of being able to make a business out of hobbies.

"It has been fun and enjoyable. But jumping is like spraying. If you don't do it a lot, you shouldn't do it at all. You need continuous practice to maintain skills." That's one of the reasons he designs have made the planes more maneuverable and there is a smaller chance of hitting something and crashing.

"The design has come a long way, but the industry has a long way to go," he continues. The industry is still too small, so the industry must now learn more about the dosing of chemicals. The main objective of the industry, after all, is putting chemicals where they are supposed to be. Using airplanes to apply those chemicals is just one part of the process and the airplane is secondary to the task of putting the chemicals in the proper location, he says.

"We are working to put the chemicals in one target rather than somewhere else. This area needs a lot more work," he explains. The change in chemical rates with applications dropping to one-eighth ounce per acre for some of the newer chemicals, makes it especially important to have proper application, he notes. The pilot predicts proper application will become more and more critical in the coming years.

Linrud is currently a pilot in transition. He recently sold his interest in Tri-State Aviation to Beck and is venturing out on his own. This means a move for the summer to the Velva area, where he will fly with a Census Ag Truck and sell chemicals. Linrud will also work with his brother in a farming operation.

This change is being made because the business was running his life, rather than being controlled by Linrud, he explains. This spilled into his personal life and caused him to take a hard look at what he really wanted.

Late summer was especially busy for Tri-state, and Linrud found he was living in the plane. He found the money from the business didn't mean as much as his personal life and a change was necessary.

Building up the business was something Linrud says he enjoys. After learning the business from Deck, Linrud found the opportunity to start a new business in the Watford-Brookings area with Beck. The area has been served by transient sprayers and needed a full-time operation, they felt. This worked out well over the years and Linrud calls it all great fun.

Building on the experience gained at Tri-state, Linrud may start a smaller spraying business some day in the future. His plans have extended only through the end of the month but some more decisions will have to be made about the future.

In the meantime, Linrud will see more of his wife, Carol, and their children Jennifer and Christopher, and might even finish up his garage building project.
Capt. Tom Vierzba
Likes being 'up in the air.'

Being "up in the air" is not an uncomfortable situation for Capt. Tom Vierzba, weapons systems officer with the National Air Guard.

If he isn't flying across the nation's skies with his fluffy Holudog buddies, he very likely could be gently floating across the North Dakota prairies and Minnesota lake country in his custom-made hot air balloon.

His fascination with the sport of hot air ballooning is apparent just in stepping into his Fargo office. The room, decorated in tones of sky blue, is accented with photographs of ascending balloons, rental balloon sculptures and a colorful edition of a book on balloonism.

Even his lapel pin is a reproduction of the balloon that sports bright rainbow colors.

Vierzba, 1102 28th Ave South, Moorhead, is a commercial realtor with the Fargo Land Office Company. He and his wife purchased their hot air balloon in 1979 after a lot of indecision, but they certainly don't seem in a hurry to give up their hobby yet.

"We ordered a balloon, and then we cancelled, and ordered and cancelled again. We weren't happy with the designs and then I changed jobs," Vierzba recounted.

After becoming settled in his job with the Land Office Company, Vierzba came up with the final design plans for his balloon, which featured a rainbow and clouds over a sunset and an expanse of green.

The manufacturer who constructed his balloon probably was not too impressed with his design, however. Vierzba said it took him three men three days to transfer the fast design to the rounded surface of the balloon.

Since then Vierzba has completed his ballooning ground school and is in a licensed commercial pilot. He and his wife and their friends enjoy ballooning practically year-round.

"It's the only 65-foot-high billboard that everyone looks at," he joked. "No one looks at it and then turns off. With the rainbow effect, it's very pretty." And Vierzba has a right to be proud of his balloon.

Although there are about 2000 balloons owned by licensed pilots across the United States, it's very unlikely there would be another that looks just like his. Like clown faces, balloon designs are meant to be original and design cannot be copied from one balloon to another.

Clusters of balloonists can be found in major cities across the United States, and Fargo-Moorhead is notable because of the high percentage of balloons in the area.

Vierzba counted seven balloons in the Red River Valley, compared with 13 in Sioux Falls, S.D., 15 in Minneapolis-St. Paul, and 25 in Albuquerque, N.M.

While the chilly winter temperatures of the upper Midwest would seem to be an effective barrier to hot air balloon, Vierzba says this is just not true.

The Vierzbas and their friends have made flights year-round, including New Year's Day. Because the balloon is carried with the wind, passengers are not bothered by the icy winds that occasionally give winter a bad name.

Winter ballooning might even be more comfortable than making summer flights. Vierzba said the summer breezes that keep earth dwellers cool aren't felt by the passengers in the balloon basket and the heat source used to raise the balloon aloft can keep the passengers pretty hot, too.

One solution to this sticky problem is to lower the balloon to water level when flying over some of the inviting lakes.

More than one lazy summer fisher has been startled to see Vierzba and crew descend out of the sky with their hot air balloon and float near or on the water. The crew stops to chat with the boaters before activating the burners and floating back up into the air.

Persons unfamiliar with the principles of hot air ballooning might not realise the amount of control pilots can exercise over their craft. Vierzba describes them as "very controllable, very forgiving."

"You can even run into trees, and all the balloon will do is run into it and it will touch and bounce away," he explained.

Pilots must keep a disciplined eye on what is happening, and watch weather developments.

"The biggest problem is taking someone up in the balloon. You try to entertain and you get into problems," he said.

Vierzba described the learning curve for hot air balloonists.

"After seven or eight hours, you feel pretty good. After 25 hours in the air you get dangerous, and after 100 hours, you're a good pilot," he said.

Because good pilots tend to enjoy the company of other good pilots, rallies are a favorite event for the balloonists. The rallies give pilots the chance to meet other pilots, develop new friends and provide a chance to meet other balloonists they have heard about.

Just in case there aren't enough balloonists to share the fun, Vierzba licensed pilots are currently recruiting others interested in sharing the hobby.

FAA service reduced

Dickinson Flight Service Station

Paul Heidt, Chief of the Dickinson FAA Flight Service Station has advised the State Aeronautics Commission's effective April 1, 1982 to September 30, 1982, the Dickinson FAA Flight Service Station will be temporarily operating on a part-time basis. During this period, the Dickinson FSS will operate from 8:00 a.m. to 10:00 p.m. local time daily, seven days per week.

During the hours the Dickinson FSS is closed, pilot weather briefing filing and/or closing flight plans and IFR General Aviation Reservations (GAR) will be available from Grand Forks Flight Service Station by dialing toll free 1-800-732-4427.

All airport lighting at the Dickinson Airport includingrotating beacon, runway and VASI lights will be left on during the hours the FAA is closed. No weather report will be available from 10:00 p.m. to 6:00 a.m. local time.

The reduction of FSS hours is blamed on staffing shortage. The Dickinson FSS is getting one additional trainee in April, but this person will not be fully certified until about August this year.

The last aviation weather observation at Dickinson will be at 10:00 p.m. The first aviation weather observation the next morning will begin at 6:00 a.m.

Jamesontown Flight Service Station

Kenneth W. Rasmussen, Chief of the Jamestown FAA Flight Service Station has also advised of a temporary reduction in its hours of operation due to a staffing shortage, that became effective on March 25, 1982. Jamestown's FSS will be in operation from 6:00 a.m. to 10:00 p.m. daily local time, seven days per week.

RELATIVE WIND

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EDITOR
Patricia J. Estes

EDITORIAL ADVISORS
Larry Lairad, William Berks, Fred Andersen, Jack Daniels, Arnie Widmer, Mike Hall and Dan Thompson.

ADVERTISING MANAGER
Richard R. Estes

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NORTH DAKOTA AVIATION ASSOCIATION
CONSTITUTION AND BY-LAWS

ARTICLE I

Headquarters—The North Dakota Aviation Association, hereinafter referred to as the Association, a non-profit corporation organized and existing under the laws of the State of North Dakota, shall maintain headquarters, on a revolving basis, at the home of its annually elected president.

ARTICLE II

Purpose and Objectives—The Association was formed for the purposes and objectives which are as follows:

1. To bring together the aviation interests of North Dakota for the common good of the community.

2. To promote, develop and improve the application of agricultural chemicals to the food stuffs grown in North Dakota, by aircraft.

3. To promote, develop and improve a sound and economically strong private and commercial aviation community in North Dakota.

4. To promote the adoption of just and proper laws, rules, and regulations governing the private and commercial aviation community in North Dakota and the nation.

5. To assure friendly cooperation of its members with state and federal agencies, and to assist public authorities in investigations and studies relative to the business of private and commercial aviation.

6. To cooperate with other associations, organizations and agencies in their undertakings of mutual interest, and to coordinate, through negotiation or otherwise, the services of its members.

7. To act as a trade association for its members; and as such, to perform such services as may be deemed appropriate.

ARTICLE III

Membership—There shall be five classes of membership in the Association.

1. Regular Members—The regular membership shall consist of:

   a. Profit motivated corporations, companies, partnerships or individuals who have a common interest in the improvement, development and growth of commercial aviation in North Dakota. Each corporation, company, partnership or individual shall have the power of one vote in the affairs of the Association and may hold elective office.

   b. Employed Pilot Members—The employed pilot membership shall consist of any person gainfully employed by a currently paid regular member. The employed pilot's pursuits shall be related directly with the Association, which might reasonably expect to benefit by the successful growth of operations conducted by the employed pilot members. Employed pilot members shall be expected to participate in the affairs of the Association to the fullest extent and shall have the power of one vote in the affairs of the Association and may hold elective office.

   c. Associate Members—The associate membership shall consist of any person or representative of any organization, who is not gainfully engaged in the use of the state or nation airports, airways, aircraft, or air space, whose pursuits may be related directly or indirectly with the Association, which might reasonably expect to benefit by the successful growth of operations conducted by the regular members and employed pilot members. Associate members shall be expected to participate in the affairs of the Association to the fullest extent other than holding an elective office or vote.

   d. Industrial Members—The industrial membership shall consist of any corporation, company, firm or individual who can reasonably expect to gain economically from the growth and development of a sound association and membership. Industrial members shall actively participate in the affairs of the Association and may take a portion of the time involved in the annual meeting to present a program of their own making to the membership. They shall be allowed to serve in appointed positions, vote in Association affairs; however, shall not be allowed to hold an elective office.

2. Airport Operator Members—The airport operator membership shall consist of any person, political sub-division, or airport authority that owns and operates a public use airport within the State of North Dakota. Airport operator members shall be expected to participate in the affairs of the Association to the fullest extent and shall have the power of one vote in the affairs of the Association, per membership, and may hold elective office.

Membership Procedures

1. Application for Membership—Each person, firm, corporation, company, partnership, state or federal agency which desires to become affiliated with the Association shall complete a form, approved by the Board, and submit same to the Board, through any of its members or a member of the Association, with a check for the dues. Each application shall be approved by the Board at a full board meeting. The classification of each application shall rest with the Board and its decision shall be final.

2. Termination of Membership—Termination of membership in the Association shall rest with the Board. Causes for termination shall be the establishment of the fact that any member is in violation of the By-Laws of the Association or any lawful rule or practice duly adopted by the membership, or participated in, or is involved in any conduct that may be prejudicial to the interest or well being of the Association.

3. Transfer of Membership—No membership shall be transferable. Where a change in the management or control of the operating ownership of a company or corporation with membership in good standing in the Association is contemplated, such member shall immediately notify the president of the Association. The membership in the Association shall be terminable unless the change in the management, control or operating ownership is approved by the Board.

ARTICLE IV

Annual Regular Meetings—The membership shall be called together for an annual meeting at a time and place as may be determined by the Board or General Membership. At the annual meeting the membership shall elect the officers and members of the Board of Directors as provided in the By-Laws. It shall determine annual dues, pass on resolutions of the Association, and set various classes of action for the Board to pursue during the ensuing year. Changes to the By-Laws or dues structure of the Association shall require a two-thirds majority of those members attending to pass. All other issues shall require a simple majority.

Notice of Annual Meeting—At the discretion of the Board the notice of annual meeting shall be made via the regular mailing of the newsletter to the membership prior to the meeting, the common news media, or a special mailing to all registered pilot or aviation interests in the state.

Special Meetings—Special meetings may be called at the direction of the president with approval from the Board.

ARTICLE V

Board of Directors—There shall be a Board of Directors created from the elected and appointed officers of the Association. The elected officers shall be President, Vice-President, Secretary and Treasurer. In addition there shall be a Safety Officer. The Board of Directors shall be comprised of the members of the Executive Committee and Ex- ecutive Secretary positions on the board. The (industrial) representative shall be selected by a vote of the industrial membership. The position of Safety Officer and Executive secretary shall be by appointment of the president. The immediate past president shall also serve on the Board. Each of these officials shall have a vote in the conduct of the business of the Board.

ARTICLE VI

Officers—The duly elected officers of the Association shall be charged with the orderly conduct of the affairs of the Association, including but not limited to, the collection of dues, donations and contributions, their deposit in an account at a bank of their choice and the disbursement of same. The arrangement of the annual meeting, the representation of the Association interests before committees of state and federal agencies and related duties.

ARTICLE VII

By-Laws and Amendments—The Board of Directors shall have the authority to make, adopt, amend or repeal any part of these By-Laws and any such action shall be binding on the membership of the Association from the date of such action until the next annual or special meeting of the membership, at which time the action of the Board shall be approved or rejected by a two-thirds majority vote of the total membership in attendance.

ARTICLE VIII

Quorum—For the purpose of conducting the affairs of the Board of Directors a quorum shall consist of at least four (4) of the members of the Board.
Know the facts

In order to represent the interests of general aviation, a pilot or airport manager must know the facts when speaking to public and government officials, news media and general public. Listed below are statistics that could prove a valuable aid to you in support of general aviation.

— General aviation is the largest air carrier in the world.
— General aviation carries approximately 120 million people intercity every year.
— General aviation transports more people than do 25 airlines combined.
— General aviation flies more miles (five billion) than do the airlines (three billion).
— General aviation makes more than 67 million flights every year. The airlines make about five million.
— General aviation makes 44 percent of the instrument approaches at towered airports. The airlines make 36 percent.
— General aviation has a fleet of airplanes totaling more than 211,000 (98 percent). The airline fleet totals 2,300.
— General aviation serves people from more than 15,000 airports in the United States. The air carriers operate at approximately 450.
— General aviation conducts more operations than do the carriers at five of the top 10 and 79 of the top busiest airports in the United States.
— The sky is not crowded. All of the airplanes in the United States could be in the air at the same time, at the same altitude over the state of Nevada and each would have more than one-half square mile of airspace around it.
— General aviation uses only approximately 10 percent of all aviation fuel consumed in the United States.
Laundering clothes exposed to pesticides

Farmers, aerial sprayers and gardeners should give special laundry care to clothes while applying or mixing pesticides. "Dropouts of pesticide solution can accumulate clothing," says Ruth Gulbrandson, clothing and design specialist at North Dakota State University. "Pesticide residue on clothing can be absorbed through the skin."

Gulbrandson says a University of Nebraska study gives the latest available recommendations and considers the laundering of clothing that has been exposed to pesticides.

* Use key words on the pesticide label as a guide to toxicity: the words DANGER, POISON indicate a highly toxic concentrated pesticide; WARNING indicates a moderately toxic pesticide; CAUTION indicates a slight- ly toxic pesticide.

* Handle clothing contaminated with highly toxic and concentrated pesticides most carefully: these pesticides are easily absorbed through the skin. Wash your hands after handling clothing exposed to these pesticides.

* Launder clothing exposed to one pesticide separately from clothing exposed to other kinds of pesticides.

* Precint clothing by spraying in a suitable container.

* Spilling in an automatic washer.

* Spraying/hosing the garment(s) outdoors.

* Wash only a few contaminated garments at a time, using lots of water.

* Use washing machine settings for hot water (140 degrees Fahrenheit/60 degrees Celsius), full water level and normal wash cycle (12 minutes). Avoid cold water washes.

* Rewash the contaminated clothing two or three times, if necessary.

* Rinse machine thoroughly after laundering contaminated clothing.

* Line dry to avoid contaminating the automatic dryer.

* Laundry detergents, whether phosphate, nonphosphate or heavy-duty liq- uid, are similarly effective in remov- ing pesticides from fabric. Research has shown that hard-liquid detergent detergents are more effective in remov- ing emulsifiable concentrate pesticide formulations.

* Laundry additives such as bleach and ammonia do not contribute to removing pesticide residues.

* Keep in mind that this information has been taken from the results of one re- search study only," says Gulbrandson.

* Until other research is completed, this study provides general guidelines for laundering clothing that has been exposed to pesticides.

Reports of interest . . .

Ideal weed conditions

Conditions seem very favorable for weed growth and development this spring. Farmer's may be able to apply preemergence and incorporated for wild oat control in wheat, and may be able to apply either preplant incorporated or preemergence applications in barley. In barley, a preemergence incorpor- ated application of Avadex or also may be used. The North Dakota Wheat Commission recommends applying a broadleaf herbicide, such as Eberlein, to wild oat or other weeds in the 1 to 2 leaf stage. If a severe Palmer or Einkorn infestation is present, a For- go-Trelflex tank mix may be used, preemergence in wheat or barley, point to point application method. For- go-Trelflex after planting and incorpo- rate one inch deep by harrowing.

Postemergence wild oat herbicides include Avenge, Aventine, and Hoelen. Avenge is cleared for use on all barley varieties, but only on Butte, Eira, Kilt, Oal and Fortuna hard red spring wheat varieties. All durums except Dakota and Wascana. Avenge, according to Georgia-Pacific, is cleared for use on all barley varieties, but only on Butte, Eira, Kilt, Oal and Fortuna hard red spring wheat varieties. Avenge, but Eberlein points out that research trials are under way that indicated that Vic and Etoxem durum may also be sensitive. Avenge may be applied when wild oats are in the 3 to 6 leaf stage of growth. Avenge is cleared for use on spring wheat with MCPA amine, bromoxynil, and bromoxynil + MCPA water-soluble/ we can be controlled in the same application. Avenge should be applied with 5 to 10 gallons per acre of aAux no. 2, 3, 4, or 5, and with Carbyne by an average of 10 to 20 per cent, advises Eberlein.

* Water to produce 15 bushels an acre of oats or 10 bushels of corn would go into the seeds of 1,000 pounds of common lambsquarters per acre. And 1,000 pounds of foxtail (pineweed) per acre would use the nitrogen that could be used to produce 50 to 100 bushels of corn, predicts out of Eberlein, extension weed specialist at North Dakota State University.

* To get the best performance from her- bicides, accurately inventory your field's weeds as to their identity, distribution, and density. Familiarize yourself with the available herbicide products and select those that will best control your specific weed problems.

* Avoid the temptation to cut herbicide rates below those required for your weed problem or soil condition, advises Eberlein, since reduced weed con- trol may well cost you more in crop yield than you could save by skimping on herbicides.

Watering must be controlled, because water application rates closely to soil texture and organic matter content even if it means treating different areas of a field separately. The savings in herbicide cost and/or improved weed control may be more than the inconvenience of herbicide application.

When using postemergence herbicides, time the herbicide application to the most susceptible period of growth of the weeds and to the most tolerant stage of the crop. Avoide soil-applied herbicide too late may result in poor weed control and substantially increase the risk of crop damage.cautions Eberlein.

Eagle buys facilities

Eagle Aircraft Company has announced the purchase of the 56,000 square foot Viking Building, which was formerly occupied by Bellanca Aircraft Corpora- tion.

Eagle Aircraft's present facilities neighbor the Viking Building at the municipal airport in Alexandria, Min- nesota. The manufacturing plant employs 160 local people in the produc- tion of the Eagle agricultural aircraft.

The purchase of the Viking Building will enable Eagle Aircraft to efficiently expand their manufacturing capabilities above the current five air- craft per month production level.

Eagle Aircraft originally chose Alexan- dria for its manufacturing headquarters because of the abundance of skilled, relatively inexpensive labor in the area.

"We have been delighted with the sup- port we have gotten from the co- munity," says Alex Lokken, 1st. vice president of the Bank of Alexandria.

"We are now beginning a new building project to add to our facilities and to get the necessary certifications required to go into production," says Lokken.

"We feel the community has given Eagle the support it needs to grow and succeed," says Lokken.

Named Mechanic of the Year

John O. Kline, Fargo was named Avia- tion Mechanic of the Year award winner at the 8th annual Upper Midwest Avia- tion Maintenance Symposium held in Fargo, N.D. on March 12.

Kline, a mechanic with Alaska Air- lines, was named the 1981 winner.

The competition is sponsored by the North Dakota Professional Avia- tion Mechanics Association.

Harold G. VanScy, Director of the North Dakota Aeroscience Commission, pre- sented the aviation mechanic of the year award.


"Kline is a skilled aircraft mechanic with 18 years of experience in the aircraft field. He has been with Alaska Airlines for 12 years.

"Kline is a true professional with a great deal of experience in the aircraft field. He is a great help to the Alaska Airlines maintenance department."

Commercial beekeepers should note that applications for North Dakota Beekeeper's Licenses are due by May 1st. A beekeeper is any person who owns or controls one or more colonies of honey bees. If you have not received an application, please contact the Department of Agriculture, State Capitol, Bismarck, ND 58505.

Commercial beekeepers should also apply for Apiary License. Apiary License permits are issued by the Department of Agriculture, State Capitol, Bismarck, ND 58505.

Beekkeepers also apply for Apiary License. Apiary License permits are issued by the Department of Agriculture, State Capitol, Bismarck, ND 58505.
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Around the State

NEW TOWN........ a proposed block topping project east of the airport is planned in the near future. By coordinating with the contractor, a substantial savings can be achieved towards hard-surfacing the existing rough NW-SE turf runway. Airport authorities should check with their District Highway Departments on paving, seal coat, and crack filling projects. Runway extensions, apron expansion or taxiway development, etc. can be feasible if the price is right when the paving machine works nearby an airport.

GWINNER....... is planning to seal coat their 5,000' runway. The air-
port was expanded in the middle 70s to accom-
mmodate industrial development in the community. Presently approximately 8 aircraft are based here in-
cluding several crop spraying aircraft.

PARK RIVER..... has done some soil sterilization around runway lights, fertilizing, and regrading the turf runway. Now is the time for airport managers to plan to fer-
tilize, reseed and treat the weeds on turf runways. Numerous turf strips in our state need this type of doc-
torling to eliminate the "beetle raftling" ex-
perience on landings. Check with your county agent for the best methods and materials for your soil.

BEACH......... is considering an NDB unit. A budgetary price for an
NDB installation project ranges from $6,000 to $12,000 depending upon local assistance on installation. Site selection is the first step and determines partially the type of unit needed. FAA and FCC notices must be fil-
ted along with an electrical's maintenance agree-
ment on quarter inspections.

OAKES.......... is also considering an NDB since aviation activity is
increasing on this new airport located north of Oakes. Present project will be sealing cracks with a rub-
berized material. The freeze-thawing spring period will create crackage of asphaltic surfaces to alleviate this stress. If your authority needs information on crack filling, call the North Dakota Aeronautics Com-
mission for some answers.

WANTED

Also Engine Overhauls - Contact: Dakota Aero Tech., Box 5524, Fargo, ND 58105 - (701)
Desperately Need Repairing And Refurbishing: 232-5935.

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Cessna Flight Plan...for everyone who's ever considered becoming a pilot. Your Cessna Flight Plan covers everything you need to learn to meet the qualifications for a private pilot's license.

And for the first time, at participating Cessna Pilot Centers, you have the advantage of a standard, nationwide price. So you know at the start what it will cost, $2,990.

Bankcard financing. You’ll probably find your financing right in your billfold, because every participating Cessna Pilot Center is ready to accept your VISA or MasterCard.

But whether you choose the convenience of bankcard financing or cash, you’ll still pay as you go.

Because your Cessna Flight Plan is designed to allow you to pay in easy increments from first solo to final check ride. Just $365 to start, and $375 as you complete each segment of your training. Each payment may be charged to your VISA or MasterCard and financed, just like any other bankcard purchase.

Quality Training. Your Cessna Pilot Center System assures you of the finest flight training at any one of the more than 800 Cessna Pilot Centers throughout the U.S. It is a program which totally integrates the airplane with the study materials, teaching you what you need to know, when you need to know it.

The CPC System produces better pilots, in less time, and currently trains over 30,000 people each year.

Lifetime investment: In today’s fast-paced world, the ability to be where you need to be, quickly and efficiently, is becoming increasingly important.

So a Cessna Flight Plan is an investment in yourself. Because once you have your pilot's license, you have it forever. Whether you use it for business or pleasure travel, or plan a career in aviation, your license will continue to pay dividends.

Open your Cessna Flight Plan. Call this toll-free number for an information packet and the name of your nearest participating Cessna Pilot Center: 1-800-331-1750 (in Oklahoma 1-800-722-3600). Ask for Operator 601. Or fill out and mail the coupon. We’ll see that you receive complete information including the name of your nearest participating Pilot Center.

Cessna Aircraft Company
Department TE494
P.O. Box 1528
Wichita, Kansas 67201

Please send me more information about the Cessna Flight Plan.

Name
Address
City State Zip
Telephone

*Subject to limitations outlined in the Cessna Flight Plan agreement.

Pilot's License

Member of Cessna