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Harold Vavra  
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## Airport aid bill passes Senate

By Harold G. Vavra  
Director, N.D. Aeronautics  
Commission

A massive Federal-aid Airport and Airway Development Authorization Bill (H.R. 4961) (ADAP) passed the U.S. Senate as a part of the Senate Budget Reconciliation and Tax Bill on July 23rd and is now in a joint Conference Committee of the House and Senate to iron out differences.

Aviation fuel tax levels of 12 and 14 cents per gallon on avgas and turbine fuel rode the coat tails of unusual legislative process when the House of Representatives abandoned its own Airport Bill (ADAP) and decided to go directly to conference on the Senate's bill H.R. 4961, to raise about \$100 billion in various tax increases.

The maneuver to bypass consideration of H.R. 2643, (ADAP bill), which originated in the U.S. House of Representatives was explained by the Chairman of the House Ways and Means Committee to the Washington Post Newspaper. The reason this revenue measure didn't come out of his Ways and Means Committee, as the

authors of the U.S. Constitution would have preferred, is that there simply wasn't time. When you're cracking a safe you have to be quick about it.

The U.S. Senate in an all-night session ending just a few minutes before 5:00 a.m. on July 23rd, passed an Airport-aid bill (ADAP) and other aviation authorization legislation as a part of H.R. 4961.

All members of the U.S. Senate and House of Representatives prior to consideration of the Airport-aid bill received a letter dated July 16th from Drew Lewis, Secretary of Transportation in which he urged the Congress to support enactment of the Airport-aid bill, along with the tax package which increases the airline passenger ticket tax from 5 to 8%; increased the avgas fuel tax from 4 to 12 cents per gallon (was 7 cents prior to October 1, 1980); increases the jet fuel tax from 0 to 14 cents a gallon on general aviation users (was 7 cents prior to October 1, 1980); levies a 5% waybill tax on air freight and \$3 International departure tax on airline passengers other than to Canada.

The Secretary of Transportation in his letter, listed the Aviation Revenue to be generated by the Administration's aviation user taxes in fiscal 1983, as follows:

FISCAL YEAR - 1983 (Tax Revenue)	
Passenger ticket tax (8%)	\$2,117,000,000
Air Freight Waybill tax (5%)	109,900,000
Gen. Aviation Fuel (12/14 cents)	127,900,000
International Departure tax (\$3/head)	74,700,000
Tires and Tubes (5-10 cents/lb.)	1,100,000
<b>TOTAL</b>	<b>\$2,430,600,000</b>

### Senate Defeats Amendment to Drop Tax on Avgas to 8.5 Cents Per Gallon

Senator Howard Cannon (D-Nevada), during debate on the aviation fuel taxes, moved an amendment which would lower the taxes on avgas from 12 to 8.5 cents, whenever the unobligated cash balance in the Airport-Airway Trust Fund exceed \$500 million dollars. At present, the unobligated cash balance is about \$4 billion dollars. Senator Can-

non told the U.S. Senate that the Aircraft Owners and Pilots Association (AOPA) strongly support his amendment and urged the Senate to approve it. Senator Cannon said that his amendment made sense, that if there is a surplus at the end of any fiscal year exceeding \$500 million, then the aviation fuel tax will be 8.5 cents per gallon on general aviation gasoline, because it is tied to the Trust Fund surplus. Senator Cannon said that as long as there is a surplus in the fund, higher aviation taxes should not in any way help the Administration balance the general treasury accounts.

Senator Packwood (R-Oregon) rose in opposition to the amendment. Mr. Packwood said, "I am aware of their interest and none of them want any taxes, but a majority of the aviation community agreed that we would increase the taxes on commercial passengers, the tax on jet fuel and aviation gas for general aviation." Mr. Packwood told the Senate that the bill has a triggering mechanism that has been accepted. That triggering mechanism says that if less than 85 percent of the money that

continued on page 2

## Black box makes troubleshooting easier

By Karen McConn

John Kline hasn't thought up a fancy name for the little black box he won the North Dakota Aviation Mechanics Association's safety award with this year. The 33-year-old avionics specialist at Dakota Aero Tech explained it like this, "It's just an invention of mine that solved a bunch of difficult problems common in troubleshooting aircraft."

Kline also calls it an audio-visual trouble-shooting aid. The box, about the size of a small transistor radio, can be clipped to the belt and, with the use of tiny lights and a bleeper, used for instrument panel inspection. The aid can make an often 2-person job possible for one individual.

Pointing out the four main features that make the trouble-shooter unusual, Kline lists first the headstrap with mobile light which allows the hands to remain free during the inspection.

Next, he's designed circuits to emit a tone and a light which give indications of problem areas during voltage and continuity checks. "When you're so close to the panel, and trying to hold both the meter and probes in your hand and trying to view the multi-meter at the same time, it can be very difficult," Kline said. "This way your eyes are clear to watch the meter."

The device can be attached to glass on the front of the instrument panel because he's built in suction cups, and he's also attached a probe that will detect needle movement past a photo

cell, eliminating the need for a second person to keep an eye on the needle.

Also by photocell, the device can detect warning indicator lights, also very difficult to watch and work on at the same time.

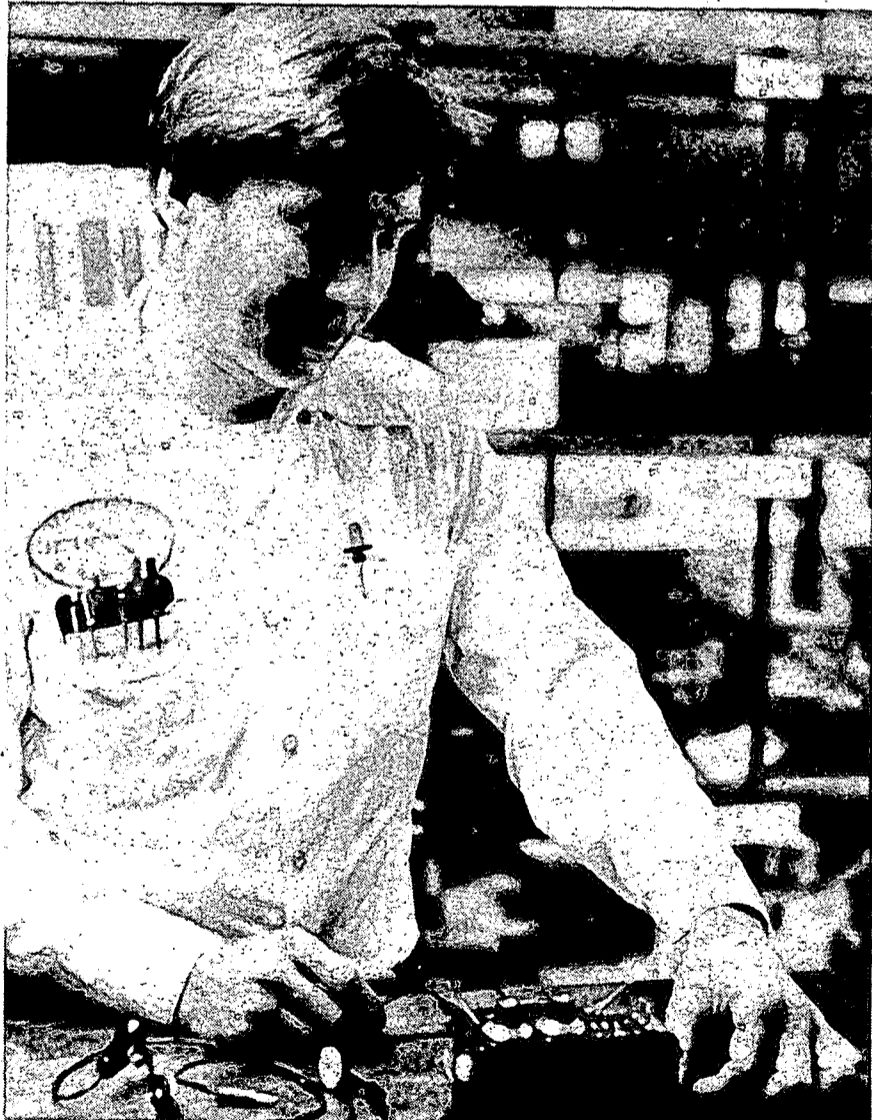
Kline, originally from Moorhead, served as an air force air traffic controller in Germany in the late '60s and early '70s. When he was discharged, he had the hope of continuing in traffic control, but a freeze on hiring prevented his finding a job.

Interested in both aviation and electronics, he enrolled at Alexandria Vocational-Technical Institute for a 2-year course. He graduated as an honor student and then went to work for the Iowa Aviation Corporation for a couple of years.

He'd been working at Anoka County, Minneapolis before he came to Fargo to join Real West Airlines, and set up their avionics department. The business folded six months later. The same story occurred at Air Mechanics, another Fargo operation.

Then, he joined the staff at Dakota Aero Tech in August, 1981, and set up what is now the only avionics shop in Fargo. He is the manager of the shop in which they calibrate, maintain, repair and install new and used aircraft navigation and communication equipment.

Kline's invention will be sent to the FAA regional safety award contest to be judged this summer.



John Kline with his black box for troubleshooting.

# Mechanics Association promotes safety

By Karen McConn

Ten years ago the idea of forming a state association of professional aviation mechanics was born. The mechanics were interested and eager to keep up with advances in their field.

They formed the North Dakota Professional Aviation Mechanics Association, call PAMA, for short, and a couple of years later held their first convention. Thirty-six people came to the first show; last March 285 came for the exhibits, classes and speakers.

The shows have grown to three days of activity. This past year that included 20 hours of class, a roster of speakers and 36 exhibits.

Gordy Person, of Dakota Aero Tech and one of the founders of the group, com-

mented on how the first couple of years it was tough to get industry speakers to fill out the program. More recently, they've had more requests from the speakers, themselves than there is room. In fact, by the time this year's seminar was over, the program was filled for the next one.

Person commented that the seminars are particularly appropriate for mechanics at the small airports in the many states they come from, where industry representatives don't often bring in samples of their products.

The organization, Person said, has brought aviation mechanics into a rather closely knit group who can now seek assistance from each other, rather than feel a sense of competition.

Along with the annual show, the

organization offers its members recognition in the form of a safety award. A broad range of entries competes in the contest: an idea for making the work safer, a piece of equipment to make the job easier, or even a good safety record over the past years.

Applications are judged by a state panel, and first prize last year was \$750. First place in the contest, co-sponsored by the North Dakota State Aeronautics Commission, went to John Kline, avionics manager at Dakota Aero Tech in Fargo, for an audio-visual troubleshooting aid for instrument panel checks.

Person explained that the mechanics award was begun several years ago when the FAA stopped giving them on a state level. PAMA believed there was a need for such recognition in the state.

Winners, including runners-up, are submitted to the regional FAA contest, where PAMA members often take prizes.

Through the contest ideas have come for vacuum system adjustment tools, a new type of aircraft jacking system, valve seat removal equipment, and so on.

Person commented that they would like to see more applications. "We just feel it's been real satisfying to see people come up with an idea and then take the time to sit down and make the application."

Winners of the PAMA award are announced just before the early spring show.

## Plan for emergencies before takeoff

The modern aircraft engine is a highly reliable piece of machinery, but it can and does quit. Power losses are often pilot induced but sometimes an engine can fail mechanically. In any event, when things suddenly get quiet, it's a sure bet that you are going to come down. How the forced descent and landing works out depends on the pilot's skill and judgment.

Any pilot who doesn't consider the possibility of engine failure during any portion of a flight has his head in the sand. Planning for an emergency should be a must item in your before takeoff checklist.

Many power losses happen at the first

application or reduction of power. The best place to check your engine for signs of possible trouble is during the run-up. Don't rush through the run-up procedure. Use your checklist explicitly and be alert. Look and listen for any abnormalities such as an unusual sound, vibration or engine instrument indication that may be signalling an impending power loss. The smell of raw fuel should always require further investigation.

If you should lose power during the takeoff roll, stop straight ahead on the runway if possible, but don't be afraid to run off the end turning only to avoid obstacles. If you have power failure after take off, don't... repeat,

don't... try to turn back to the airport. Pilots who have gambled by trying to turn back have ended up losers. You should lower the nose, establish the proper airspeed and land straight ahead making only shallow turns as necessary to avoid obstructions.

The important thing to remember is to maintain proper airspeed and aircraft control all the way to touchdown. Far better to land under control than to stall and spin. Engine failure on takeoff doesn't offer many options, but the chances are great that you will walk away from a forced landing if you maintain control, head into the wind as much as possible and land at the minimum speed.

think you can make. Anything within a 45 degree downward visual angle is a good rule of thumb.

Once you select the area you intend to land in, don't change your mind. Indecision can get you in trouble. Plan your descent so you can position the aircraft on a base leg at an altitude that will allow a safe final turn. Setting up a stabilized final approach at the correct speed and flap setting is the key. Don't dive the aircraft in your anxiety to get on the ground. Like any normal landing, hold the aircraft off so as to touchdown at minimum speed. It is difficult to express all of the various factors involved with emergency landings. However, we hope this article has given you some basic points to think about.

## Attempts to lower fuel tax

continued from page 1

is authorized to be spent for airport development is not made available for obligation, then all taxing and spending authority, except for airport development spending, terminates at the end of the fiscal year. So we do not need to worry about the Trust Fund mounting a big surplus and we frankly have had that problem in the past.

The revenue effect of Senator Cannon's amendment to drop avgas tax from 12 to 8.5 cents per gallon was introduced into the Congressional record, which shows the revenue loss to be \$13,000,000 in 1983 fiscal year and rising to a revenue loss of about \$15,000,000 by the 1987 fiscal year.

The Senate Committee on taxation introduced into the debate, information that claimed that because the federal use tax on general aviation aircraft is not being reinstated in the bill, the statistics show that 8.5 cents per gallon tax on avgas would result in general aviation paying less total taxes in 1983 than they paid in 1970.

Senator Packwood told the Senate that the 12 cents per gallon tax on aviation gasoline is when avgas is retailing at about \$1.90 per gallon compared with 7 cents per gallon tax when aviation gasoline was selling for 40 cents per gallon.

The Senate Finance Committee introduced into the debate that support for the 12/14 cent per gallon tax on aviation fuels was supported by the National Business Aircraft Association and the General Aviation Manufacturers Association.

A roll call vote was taken on the amendment offered by Senator Cannon to lower aviation gasoline tax to 8.5 cents per gallon and was defeated by a vote of

54 against and 44 for the lower tax.

It is expected that another attempt will be made by Congressmen in the U.S. House of Representatives to lower the 12 cent per gallon tax on avgas when H.R. 4961 comes up for final vote by that body at a later date.

How should you handle a power loss if you are cruising along at altitude? First, set up the recommended glide speed and don't panic. You should have plenty of time to check for problems in the cockpit. There have been accidents caused by simply failing to switch the fuel selector after the engine quit because a tank ran dry. If you can't restart the engine and you find you are committed to an emergency landing, look for the largest open area that you

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# Circuits can be safely tested with device

By Karen McConn

Last year Jeff Johnson, Fargo, won the safety award given by the North Dakota Professional Aviation Mechanics Association (PAMA). This spring his invention was runner-up in the contest.

His device along with winner John Kline's, will be judged in the FAA regional safety contest this summer.

Johnson first won with a vacuum system he used to drive some of the aircraft instruments. He then turned to transistor trouble-shooting, or more appropriately, trouble-shooting of circuits in to which transistors are fit in an aircraft's lighting system.

The 26-year-old air frame instructor at Dakota Aero Tech explained that about a year ago a mechanic at the tech was confronted with a classic light dimming problem on the aircraft he worked on. Johnson developed his device in an effort to simplify the problem solving.

He made a machine that can be plugged into the circuit, taking the place of the

transistor, and indicating whether it is receiving the proper signals to function properly.

Johnson explained that there are several devices to test the transistor itself, but his, by testing the circuit first, eliminates the problem which often occurs of ruining several transistors while trouble shooting the problem.

Johnson teaches the electrical portion of the curriculum, and feels that electronics is often a weak point for aircraft mechanics. The fact that a student mechanic is working with something he can't actually see often makes it difficult to understand, he said, but the need for knowledge in the area has often caught a mechanic by surprise.

Electronics is one of Johnson's hobbies, along with traveling to model airplane contests around the country. He competes in the combat division, where last year he was rated among the top eleven in total points garnered in national competition.

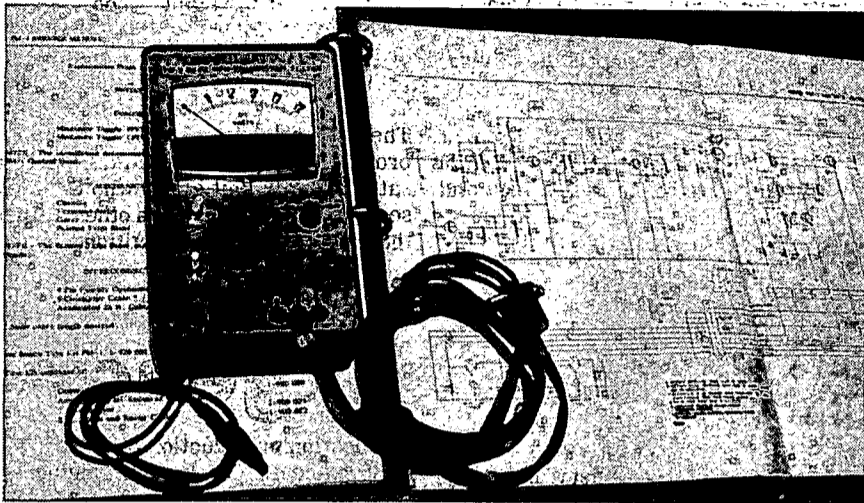
A Fargo native, Johnson attended

Dakota Aero Tech after finishing high school and graduated as an aviation mechanic in 1975. He worked in several aviation concerns in Wahpeton and Park Rapids before joining the staff at Dakota Aero Tech 3½ years ago.

The first year Johnson entered the contest with a device he said he actually hadn't put a whole lot of thought into. The device can be hooked onto a

regulator and will allow a maintenance person to remain seated in the plane with control in hand when making regulator adjustments.

Johnson said the safety award has given him the incentive to come up with his ideas. He is now vice president of PAMA and in charge of setting up the panel to judge next year's award.



Jeff Johnson's testing device.

## Dakota Aero Tech trains aircraft mechanics

By Karen McConn

Founded in 1974, Dakota Aero Tech at Fargo's Hector Field has a two-fold purpose. They train aircraft maintenance mechanics from all across the country and provide maintenance service to all kinds of planes, from the smallest of Cessnas to the most expensive of commercial jets.

The school trains its students to be A & P (air frame and power plant) mechanics. The one-year program is the shortest course in the U.S., according to DAT's president and general manager Gordy Person. Other programs are usually 2-4 years.

Fifty students are now enrolled at DAT, and enrollment has at times reached its maximum of 80. Five instructors are on staff, and students' time is divided between classroom and shop. Students at present range in age from the late teens through their fifties.

Person is one of three founders and owners of the business. He, Yvonne Barney and Duane Johnson had been the three major employees of Kundert Aviation from the '50s through 1972. When Kundert went out of business, the three bought the equipment and founded DAT in 1974. Johnson is shop foreman and Barney, secretary-bookkeeper.

Person explained that most aviation mechanics are trained in private schools like theirs. It is the only school in North Dakota, one of six in the Dakotas, Minnesota and Montana, and one of nineteen privately owned schools in the U.S. Those facts add up to making the training program an interesting experience for both staff and students, according to Person, since students converge there from every state in the U.S.

Along with the training program, DAT offers all types of aircraft maintenance services, from routine inspections to major repair and overhaul.

DAT serves as a maintenance base for the commercial airlines, providing on-call service for turnaround problems that arise. Person admitted to extra concern when working on the huge airliners worth millions of dollars and sometimes carrying hundreds of people, but asserted that ultimately "working on a big one is just like working on a little one."

The maintenance organization employs 17 people, including 6 I.A.'s (authorized inspectors), 5 mechanics, 2 avionics specialists and other part-time and clerical staff.

Person began his career early. He was in the 8th grade when he decided he wanted to be either an airline pilot or a crop sprayer. He worked at a South Dakota airport to earn money for flying lessons and there found out that working on planes was as interesting.

Even though he knew aviation schools existed, he kept busy working toward apprenticeship tests.

"It was a long-term situation compared to going to school for a couple of years," he reflected. "It's a long, costly process to learn by yourself. School can answer so many more questions much more quickly."

Barney was hired by Kundert in 1955, when she was helping her husband get through school at Moorhead State. A graduate of Wahpeton State School of Science, she has been employed as a secretary-bookkeeper at one of the two concerns ever since.

Duane Johnson had wanted to become an auto mechanic following his discharge from the army in the mid 50s. The Kulm, North Dakota, native found instead a job as an aviation mechanic. Like Person, Johnson is also involved in the North Dakota Professional Aviation Mechanics Association.

## Flying Farmers to meet

Rubin Day, Moffit, President of the North Dakota Flying Farmers Association announced that the Association will hold its annual convention at Bismarck starting on Friday, September 24 through the 26th at the Kirkwood Motor Inn. Friday is a fly-in and registration.

The main convention events are on Saturday. Saturday morning the Association will hold its annual business meeting, hear reports from its officers and elect a new slate of officers.

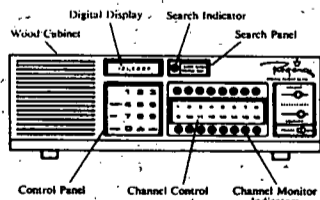
Saturday noon luncheon speaker will feature John Baker, Washington, D.C., President of the Aircraft Owners and Pilots Association (AOPA). Mr. Baker

will report on AOPA's activities in organizing and alerting pilots and aircraft owners around the nation to fighting an increase in federal aviation fuel taxes on both aviation gasoline and jet motor fuel purchased by general aviation.

The Congress has several bills before it which would increase the present 4¢ a gallon federal tax on aviation gasoline to 12¢ per gallon and jet motor fuel to 14¢ per gallon.

The Saturday evening banquet features the coronation of a Flying Farmer Queen, crowning of a farmerette and selection of the Flying Farmer man and woman of the year.

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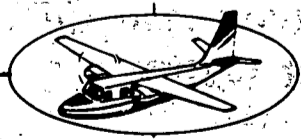
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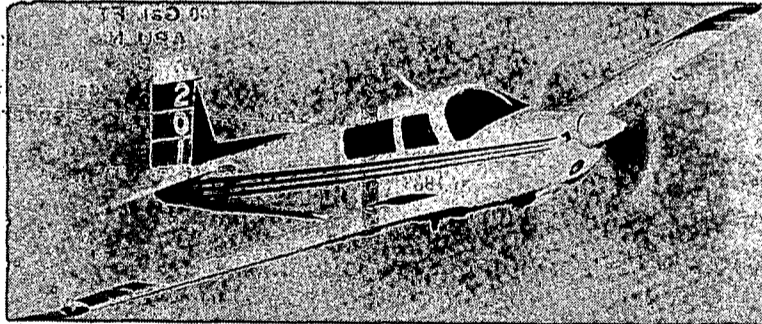
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# Airport aid bill authorizes \$ 19.9 billion

By Harold G. Vavra  
Director of the  
N.D. Aeronautics Commission

A six year airport and Airway Development Bill in Congress authorizing a federal expenditure of 19.9 billion dollars for airport improvements, automation of the National Airway System and Research and Development passed the U.S. Senate. The Senate Bill (H.R. 4961) is now in a joint Senate-House conference committee as a part of a Senate Budget Reconciliation and Tax package. The 81 page airport-aid bill is supported by airport user tax package which is a part of H.R. 4961, which is discussed in a separate story.

The \$19.9 billion authorized expenditure over six years is divided into four major programs which are:

	Total 6 Year Authorized Expenditures	Percent of Total
1. Airport Development and aid program (ADAP)	\$4,789,500,000	24.0%
2. Facilities and Equipment to automate the National Airways System for the FAA	6,086,000,000	30.5%
3. FAA Research and Development	1,169,000,000	5.9%
4. Operations and Maintenance (Salaries of Federal Aviation Administration (FAA) personnel)	7,909,000,000	39.6%
<b>Totals</b>		<b>100.0%</b>

## Federal Airport Funding

The six year program for federal airport development-aid program (ADAP) begins in fiscal 1982 and extends through fiscal year 1987. Fiscal year 1982 began October 1, 1981 and ends September 30, 1982. The first year of federal-aid for airports under the authorization will take expedited action by Congress to complete its action on H.R. 4961, otherwise the first years authorized \$450 million will be lost on Oct. 1, 1982.

Money was appropriated last year, but not yet authorized until final action by the Congress on this bill and signed by the President.

H.R. 4961 authorizes expenditures for nationwide airport development (ADAP) for the six years as follows:

FY-1982	FY-1983	FY-1984
\$450 million	\$600 million	793 million
FY-1985	FY-1986	FY-1987

## \$912 million \$1,017 billion \$1,107 billion House-Senate Conferees Agree on Compromise Bill

The Senate and House conferees, during the week of August 2 to 5, at one point came close to dissolving their meeting over a major difference on how much aviation users should contribute to the FAA Operations and Maintenance costs (Salaries) out of the Aviation Trust Fund, but were able to strike a compromise and reach agreement on a six-year Airport and Airways Development Bill (ADAP).

Major threat to the ADAP conferees success involved the House position that only 50 percent of the FAA's operation and maintenance costs be provided from the user's trust fund, while the Senate conferees contended that 75 per-

cent of these costs should be paid by user's taxes, with the balance coming from the Treasury's General Fund.

The House conferees finally agreed with the Senate that the FAA's operations and maintenance authorization levels for the six years should be much higher from the User's Trust Fund but not quite as high as the Senate wanted but 94 percent of the Senate's original figure of \$7.9 billion which was compromised down to \$7.4 billion or a drop of about \$500 million in six years. The compromise keeps the amount from the Treasury's General Fund lower than it would have been otherwise.

The House conferees in giving the Senate practically all it demanded on this issue, forced the Senate conferees to retreat from their support for establishment of a State block grant program. The Senate conferees agreed to exclude this program from the bill, as the House wanted.

The airport defederalization issue which was a Senate idea, but opposed by the House conferees was resolved when it was suggested that voluntary defederalization provisions in the bill be dropped. The House Bill did not contain any defederalization proposal, while the Senate version would permit airports to voluntarily drop out of the ADAP program, but prohibited such airports from imposing passenger-head taxes at the airport.

The conferees action — represented the closest Congress has come to agreeing on a new Airport-Airway Development Act in almost two years, but still hasn't cleared the final hurdle, which is airport user taxes.

The House Ways and Means and Senate Finance Committees began their deliberations on the massive tax reconciliation bill approved by the Senate last month which includes not only a passenger ticket tax boost, increased aviation fuel taxes, but a massive \$99 billion increase in taxes in other areas to lower the budget deficit, which could hit a snag which is considered possible at this stage.

House Aviation subcommittee Chairman Norman Mineta (D-Calif.) and Senate counterpart Nancy Kassebaum (R-Kan.) have indicated their intentions to separately bring up an ADAP bill for floor consideration in both the House and Senate if the omnibus tax measure does not make it out of conference.

**Airports Qualified for Federal-Aid**  
All federal funds authorized for each fiscal year for airport improvements are apportioned to airports falling in four different categories. These are:

1. **Primary Airports** are defined as airports which enplane .01% or more of the total passengers enplaned in scheduled service annually at all commercial service airports in the nation. To qualify an airport must enplane about 28,140 passengers annually or more based on the DOT records for annual passenger enplanements in the United States.

All primary airports combined will be apportioned 55% of all Federal Airport

funds for 1982 fiscal year, and 50% of such funds for fiscal years 83, 84, 85, 86 and 87.

Primary Airports in North Dakota are located at Bismarck, Fargo, Grand Forks and Minot. Each Primary Airport will earn their apportionment of federal-aid funds based on the following annual formula:

\$6.00 for each of the first 50,000 passengers enplaned, and  
\$4.00 for each of the next 50,000 passengers enplaned, and  
\$2.00 for each of the next 400,000 passengers enplaned, and  
\$.50 for each additional passenger enplaned.

The bill provides that in addition to the above apportionment formula for Primary Airports, that each Primary Airport shall have its total formula dollars increase by 10% in fiscal 1984; by a plus 20% in fiscal 1985; by a plus 25% in fiscal 1986 and a plus 30% in fiscal year 1987.

A top lid is provided for in the bill that limits the maximum apportionment to any one airport to not more than \$12.5 million in any one fiscal year.

2. **Commercial Service Airports** are defined as a public airport which either enplanes at least 2,500 passengers annually or more in scheduled passenger service or enplanes annually 10,000 or more passengers (believed to be non-scheduled type services).

In North Dakota Devils Lake, Jamestown and Williston qualify as commercial service airports enplaning less than 28,140 passengers annually, but at least 2,500 annually. Devils Lake is on the borderline in dropping below the 2,500 annual figure.

Those airports with scheduled air service which drop below 2,500 enplaned passengers in scheduled air service would automatically fall in the "General-Aviation Category".

In the United States there are about 236 airports in the commercial service

continued on page 5

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# General aviation airports get 10 percent of total

continued from page 4  
group which enplane 2,500 passengers or more, but enplane less than 01% of the national total which is about 28,140 passengers.

Federal Funding Formula for airports qualifying in the commercial service group but not Primary Airports will be each apportioned annual federal funds for airport improvements, which is about 5.5% of total airport funding. These amounts are:

FY-1982	FY-1983	FY-1984
\$150,000	\$150,000	\$172,500
FY-1985	FY-1986	FY-1987
195,000	\$217,500	\$240,000

**3. General Aviation Airports.** Federal-aid airport funds for general aviation airport improvements is apportioned to each State based on area and population. Combined all General Aviation Airports in the nation will get 10 percent of the total federal funds for airports. (The Senate-House conferees increased this figure to 12%). North Dakota's apportionment for federal-aid to general aviation airports which are included in the National Airport System Plan for the six year bill are:

FY-1982	FY-1983	FY-1984
\$493,286	\$657,715	\$869,828
FY-1985	FY-1986	FY-1987
\$999,727	\$1,114,827	\$1,114,827

**4. Reliever Airports Apportionment.** Reliever Airports to receive Federal-aid funding must be an airport that has a Primary or Commercial Service Airport with a high level of aircraft operations of about a range of 150,000 to 200,000 annual aircraft operations to justify any federal funds. In North Dakota the only airport which has over 200,000 annual aircraft operations is Grand Forks International Airport. This category of airports in the United States, under the bill will get 10 percent of the total federal dollars in each fiscal year.

#### Discretionary Funds

The Secretary of Transportation or the Administrator of the Federal Aviation Administration, upon delegation, shall have discretion in allocating the balance of the Federal-aid funds based on priorities of airport improvement projects in all the States, and where a shortage of federal funds exist. It is estimated that the apportionment of federal airport funds to the four major categories plus 8% for noise studies will apportion about 86 percent of the total federal-aid funds. The discretionary fund will amount to about 14 percent of all Federal-aid airport funds available for each fiscal year.

#### Authorized VS Obligation Authority

The dollar amounts reviewed in this document are authorized amounts. The

obligation authority amounts are determined each fiscal year by the appropriations committees of the Congress. It is believed that the obligation federal dollars will not be less than 85 percent of the authorized amounts and may be more. For fiscal years 1982 and 1983, the authorization and obligation dollars are expected to be equal according to the debate in the U.S. Senate, when it passed the bill.

#### Duration of Airport Apportionments

Each amount of federal dollars apportioned to individual airports or states under a block-grant shall be available for obligation by project-grant or block-grant agreement, as the case may be, during the fiscal year for which it was first authorized to be obligated and the two fiscal years immediately following. Any amount so apportioned which has not been obligated with a project agreement within such time shall be added to the discretionary fund of the DOT Secretary.

#### Block Grants to State Aviation Agency

The bill passed by the U.S. Senate incorporates the new Federalism advocated by the Administration. Section 12 of the bill (H.R. 4961) provides that any State may apply to the Secretary of Transportation to receive a block-grant from the Federal apportioned to such state for:

1. All general aviation federal dollars apportioned to the State by area and population of such state, and
2. All commercial service airport federal dollars apportioned to the state for commercial airports with scheduled air service which enplaned at least 2,500 passengers annually and are not Primary Airports.

The bill provides that the Secretary of the U.S. Department of Transportation shall approve a block-grant application and enter into a block-grant agreement with the applicant state, upon his finding that:

1. The applicant state has, through appropriate legislative action, agreed to participate in the block-grant program, designating the State agency that will have responsibility for administering the program and agreed to obligate State funds of the applicant State for airport development in an amount at least equal to 10 percent of the amount of Federal block-grant funds awarded to the applicant state.

The Senate-House conferees at the last minute in a compromise eliminated the state block grant program by bending to the House demand that it be eliminated from the final Bill.

Federal Share of Airport Costs  
The U.S. Senate Bill in Section 17 pro-

vides that the United States share of approved project costs for all airports of the size in North Dakota shall not exceed 90 percent of the allowable project costs, including land and construction costs, other than airline terminal buildings.

For airports in States that enplane 25% or more of the total number of airline passengers in the United States, which amounts to about 704,000 or more passenger enplanements annually, federal-aid for airport improvements shall not exceed 75 percent of the total costs. We have no such airports in North Dakota. The highest annual passenger enplanements in the past decade at any airport in North Dakota was 199,922 at Fargo and 188,831 at Bismarck, N.D.

#### Federal Share of Airport Terminals

Airport terminal construction costs may involve Federal-aid funds at a Primary Airport for non-revenue public-use areas if such project costs are directly related to the movement of passengers and baggage in air commerce within the boundaries of the airport, including but not limited to: vehicles for the movement of passengers between terminal facilities or between terminal facilities and aircraft provided:

1. The United States share of project costs shall not exceed 50 percent, and
2. No more than 60 percent of the sums apportioned to a Primary airport under the enplanement formula may be obligated for any fiscal year, and
3. In no event shall discretionary funds

from the DOT Secretary or FAA be made available or obligated for any Primary airport terminal development.

4. No cost will be allowed for developing or constructing parking facilities for passenger automobiles or the cost of construction, repair of a hangar or building except such buildings or parts of buildings intended to house facilities related to the safety of persons at the airport.

Under the Bill, airport terminal construction at small commercial service airports which are not Primary Airports, not more than \$200,000 of the apportioned funds in any fiscal year may be expended for terminal project costs with all restrictions and conditions pertaining as listed for Primary airports.

#### U.S. Weather Services

The DOT Secretary is authorized to reimburse the National Oceanic and Atmospheric Administration (NOAA) from funds authorized under Operations and Maintenance (O&M) for the cost of providing the Federal Aviation Administration with weather reporting services for aircraft. Expenditures for this purpose is limited to:

Fiscal Year 1983	\$26,700,000
Fiscal Year 1984	\$28,589,000
Fiscal Year 1985	\$30,569,000
Fiscal Year 1986	\$32,709,000
Fiscal Year 1987	\$34,998,000

These items are in the Bill to counter NOAA's threat to reduce Aviation weather services because of lack of federal funds.

## Eagle Aircraft buys Viking Building

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

Eagle Aircraft's present facilities neighbor the Viking Building at the municipal airport in Alexandria, Minnesota. The manufacturing plant employs 100 local people in the production 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 aircraft per month production level.

Eagle Aircraft originally chose Alexandria for its manufacturing headquarters because of the abundance of enthusiastic, skilled labor in the area. "We have been delighted with the support we have gotten from the City — building our factory in Alexandria

made sense at the time and looks even smarter now!" said Brad Brown, Vice President of Operations, Corporate and marketing headquarters are located in Boise, Idaho.

## Farms grow

The number of U.S. farms increased in 1981 by .03 percent, reports the USDA. Total farms in America went up to 2.44 million versus 1980's 2.43 million.

## Eating more, working less

Americans work considerably less time to earn money for food purchases than citizens of most other nations, says the USDA. It takes the average U.S. worker only seven minutes to earn enough money to buy a dozen eggs. In Brazil, however, nearly one and a half hours of labor are required by workers to also buy a dozen eggs.



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# Check Canadian flight rules before flying

If you plan a trip into Canadian airspace this summer and fall, it's worth your time to check on the flying regulations of our northern neighbor. Some very common rules are quite different from those in the U.S.

For instance: No VFR on top, or at night. (That's reserved for IFR). VFR flight plans are MANDATORY at all times.

Always check on fuel availability. Many small strips do not have fuel, and are not well maintained. However quite a few new airports have been built in Canada which are suitable for airliners and high-performance aircraft. They may not be hard top as yet, but they are well drained, maintained and attended. Manitoba and Ontario, our closest Canadian neighbors, have recently completed a number of good airports that will get you right into the good fishing areas by wheel plane. Some of these airports are not on the map yet, so check with aviation officials.

Plan your flight into Canada carefully.

make sure the ELT is working, with fresh batteries, know all the special regulations, especially those that differ from those in the United States. NDBs are quite prevalent there, VORs are less dependable in the mountains. Fuel costs can get pretty high in the remote areas. Watch the sumps carefully, especially when you get fuel from a smaller, seldom used source. ALWAYS remember that Canada has huge, unpopulated remote areas, and plan your flights accordingly.

For pilots headed for the cooler climes of Canada this summer, there have been a few changes in the rules which affect U.S. pilots entering Canadian airspace.

First of all, Canada now conforms to the even-odd thousand plus 500 foot rule for VFR flights. As in the U.S., headings between due north and 179° should be flown at altitudes of odd thousands plus 500 feet; headings between due south and 359° should be flown at even thousands plus 500 feet. Prior to this change VFR flights in Canada were

conducted directly at altitudes of odd or even thousands.

Furthermore, all Canadian aircraft and all aircraft operating in Canada must now carry one or more emergency locator transmitters, except for flights in the vicinity of an airport or over heavily settled areas. Also, "Aeradio" Stations are now called Flight Service Stations and provide much the same services as their American counterparts. Customs officials have cut back their duty time by one hour and are only on the job weekdays from 9 a.m. to 5 p.m. local times. Scheduled half-hour weather broadcasts are no longer made.

Canada also requires specific survival gear be carried and in recent years has added some more required items to the list for flights over sparsely settled areas (90% of Canadian territory). In addition to enough food, cooking utensils, matches, pocket compass, axe, snare wire, fishing equipment, mosquito netting and insect repellent, sleeping bags, and a hunting knife, the

following must also be on board; a stove and supply of fuel, tents or engine and wing covers (to stretch out for signalling), two pairs of snow shoes, a signalling mirror, at least three flares, a survival manual, and a flexible saw blade.

There are now certain Mandatory Frequencies for uncontrolled airports which have a ground facility on the field. The frequencies are designated on Canadian aeronautical charts. In the blind, use 123.2. Otherwise, 126.7 MHz should be used for position reporting and aeronautical advisories to FSS.

Carriage of up-to-date Canadian aeronautical charts is strongly encouraged. For a listing of current chart prices and the cost of other Canadian publications that might be useful, write for a free copy of "List of Civil Aviation Publications," Transport Canada, Place de Ville, Ottawa, Ontario, Canada KIA 0N8.

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## High interest rates, the economy plague FBOs

DESTIN, Fla., July 22, 1982 — The economy, airport and airways, legislation, corporate self-fueling, illegal "timesharing" of corporate aircraft, and the enforcement procedures of the Federal Aviation Administration (FAA) are the top concerns of the nation's fixed base operators (FBOs) and air taxi companies, according to Lawrence L. Burian, president of the National Air Transportation Association (NATA).

Burian announced the Association's findings at the 32nd Annual Meeting of the Southeastern Aviation Trades Association (SEATA) here. He explained that these issues emerged during a series of regional "Town Hall Meetings" sponsored by NATA.

"Eleven small businesses fail every hour, and we project that four FBOs close their doors each day," Burian noted. "High interest rates, excess in-

ventories and insufficient liquid assets could reduce the estimated 3,500 FBOs of today to 2,000 by 1990."

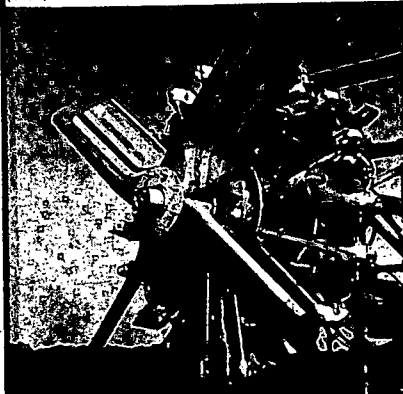
The Association's president said that current versions of the Airport and Airways System Development Act of 1982 are developing largely as NATA had expected and are enjoying wide support throughout the aviation industry. "Of the major aviation organizations rallying behind this necessary legislation, only one — the Aircraft Owners and Pilots Association — is voicing opposition, and so far without success."

On the trends toward corporate self-fueling and aircraft "timesharing," Burian insisted, "These movements threaten to erode the business base of all FBOs and deprive all aviation consumers of professional services. We have no alternative but to fight to prevent these consequences."

Burian singled the FAA out for criticism on its enforcement of aviation regulations at the local level. "Under the agency's current philosophy, legitimate FBOs, air taxis and commuter airlines are continually watched and admonished against breaking operational rules. On the other hand, corporations illegally provide commercial air transportation and 'gypsy' mechanics, pilots and flight instructors routinely ply their trades with little or no fear of detection or punishment."

He positioned the Association to work to reverse this philosophy, saying, "When the nation's aviation agency won't even watch those who violate its regulations while continuing to excessively inspect legitimate companies, it's time for a change."

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# UND Aviation Department leads the way

By PHYLLIS MENSING  
Associated Press Writer

GRAND FORKS — When President Reagan fired striking air traffic controllers last year, the University of North Dakota was the only four-year school in the country with the courses designed to train new ones.

This fall, UND will again be leading the pack in aviation education, offering a new four-year program in airway science.

National leadership is nothing new to the university's aviation department. It fits a pattern started in 1968 by John Odegard, a man who looks at the sky with a down-to-earth business philosophy.

"In the future, a pilot per se will be a dime a dozen. What you've got to do is fly an airplane and have other skills, too," says Odegard, chairman of the university's aviation department.

Odegard chaired a special FAA task force that developed the curriculum, a major goal of FAA Administrator J. Lynn Helms.

"The rapid growth in business use of general aviation will continue," Helms said last month, in a letter to the national Higher Education Commission. "General aviation aircraft and hours flown will nearly double in the next two decades. There will be significant changes in the technology which will require a very sophisticated broad-based technical and managerial work force

that can meet the new and changing demands of the system."

FAA officials say that except for engineering, there are very few places in the country where a person can learn about aviation as a career. Flying was viewed by some educators as too glamorous and too expensive to be a part of a college atmosphere.

John Odegard disagreed with that philosophy. His persistence and ability to work within, and sometimes around, the system, was a key factor in getting UND's aviation department off the ground.

The Department has some 200 employees and a \$6 million budget, most of which comes from student fees and research contracts.

When President Reagan fired striking air traffic controllers last year, UND was the only four-year school with a curriculum designed to train new ones. That factor, along with support from the state's congressional delegation, helped the university win a \$4 million federal grant for a three-story aerospace and atmospheric studies center, to be finished late next year.

UND officials estimate that with the new airway-science program they will be able to train 30 to 50 air traffic controllers a year. Those names would go into a proposed special register of airway science majors, from which the FAA wants to select about 500 a year.

"Our most optimistic outlook is that by

next fall, there could be 100 available." Odegard said, "Out of that bunch, about 50 will come from UND. That's a tremendous opportunity for our students."

UND had been planning the aviation building for some time, but didn't have funding for it. "The strike gave us an opportunity to get it," Odegard said. "When opportunity knocks, you'd better open the door."

That philosophy has guided the 40-year-old Odegard throughout his career. A studious-looking man with brown hair, glasses and an infectious grin, he was born in Minot.

Odegard came to UND after serving as a crop duster, a corporate pilot, a certified public accountant and a financial representative for Boeing. While working on his advanced degree, he helped rejuvenate the UND Flying Club. Then he offered to teach a course in aviation.

Odegard had the support of Tom Clifford, former dean of the business college and now UND president, whom he flew on several trips around the state. The department won state approval with the condition that it be self-supporting, and in 1969 UND became the first school in the country to offer a college business degree in aviation administration.

The following year, Odegard talked the city of Grand Forks into buying a portable air traffic control tower and won FAA approval to train students there. Meanwhile, he was luring top-notch people from the aviation industry into the classroom.

"It sounds like a mutual admiration society, but the people we've attracted got caught up in his drive," said Don Smith, a former plant manager for Lockheed who is now director of academic programs for the department. "We've got some real winners."

UND students are offered four-year majors in aviation administration, airport administration, aeronautical studies and meteorology. Students take basic business management or liberal arts courses along with aviation, and work toward double majors.

The university has around 90 flight instructors, and students make their appointments by computer. Their bill is ready when they land.

The 60 planes, many of which are leased, include a specially-equipped Cessna Citation jet being used in a cloud seeding study of the Colorado River Basin. Odegard says its sophisticated equipment is not matched in any other plane.

Smith says students will spend \$25,000 to \$30,000 on their aviation education at UND, depending on how many flight ratings they get. "Many of our students have borrowed money," he said. "But I don't know any who have regretted it."

Eighty-five percent of the UND aviation majors end up in the aviation industry, Smith said. The first student fatality occurred last year in what university officials termed a freak collision. Smith said an investigation turned up no fault on the part of the pilots.

The university has been criticized by private fixed-base pilots who contend the state is providing unfair competition. The FAA investigated the complaints and found no serious violations.

Odegard says the university is not competing with anybody, but is providing valuable training experience as well as a community air ambulance service in emergencies.

Future projects for the department include research on pilots' reactions to adverse conditions and the possibility of designing cockpits to counter that stress. Odegard says UND also will train Army helicopter pilots.

## CAB office closes

By The Associated Press

The Kansas City, Mo., regional office of the Civil Aeronautics Board will close Aug. 1, according to Linda Hall, regional director.

And a decision on which of two other CAB offices will serve North Dakota and South Dakota will be made by then, said Hall, who is being transferred to the Washington, D.C., office.

She said the central region will be split between the Washington and San Francisco CAB offices. Hall said she's not sure which of them will get North Dakota and South Dakota.

"North and South Dakota presently have been designated to fall within our western region, (with) headquarters in

San Francisco," she said. "But we have received some comments, so that matter will still be discussed — it's not definite they will fall in the western region."

"Many of the other states that were handled out of the central region will be transferred to our Washington headquarters, where I personally will be transferred and will be taking care of those matters out of the Washington office."

Comments from the South Dakota Division of Aeronautics indicate Washington would be a better choice because that's the office which will handle Minnesota, Hall said. Several of the airlines serving South Dakota have their headquarters in Minnesota.

She said the Kansas City CAB office has been a busy regional office because of problems associated with airline deregulation, but the CAB doesn't have the money to replace her in Kansas City.

"Kansas City certainly served its purpose and it's not that the activities died down. We think it's a good move and travel has been cut out — not completely, but we do not travel as we did in the past. And so basically, wherever your phone is is where you're going to conduct your business to keep in contact," she said.

Hall said a new part of her job will be to deal with Congress.

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## Aerial applicators should alert beekeepers before spraying

Aerial applicators need to alert beekeepers before pesticide applications are made near their beehives, so beekeepers can take measures to protect bees. Communication and cooperation between growers, beekeepers, and commercial pesticide applicators is necessary to prevent bee losses.

Since bees forage a considerable distance from their hives, beekeepers within two to three miles of the area to be treated should be notified before the insecticide is to be applied.

The program BEESITE can assist aerial applicators, beekeepers and farmers by giving a current list of the location of bee yards. Information on this program can be obtained from AGNET at your local county extension agent's office. A listing of the beehive locations in a certain area can be obtained by providing the range, township, and the section number of the area. Entries also include the legal description, type of location, beekeeper's name, address and phone number.

The North Dakota Department of Agriculture continually updates and maintains a list of registered bee sites in North Dakota.

BEESITE can assist the farmer in locating colonies of bees for sunflower pollination and the beekeeper in

locating new yards. All bee yards, whether commercial, non-commercial, or pollination, are required by law to be registered with the North Dakota Department of Agriculture.

For further information, contact Judy Carlson, Apiary Director, State Agriculture Department, 224-2231, or Dennis Kopp, Extension Entomologist at 237-7909.

## General Aviation aircraft registered in record numbers

General Aviation aircraft and helicopters registered with the North Dakota Aeronautics Commission have set an all time high in 1982, according to Harold G. Vavra, Director.

1,733 aircraft and helicopters have registered with the State Aeronautics Commission so far in 1982 compared with 1,636 last year at this time, an increase of 97 or an increase of 6 percent.

Agricultural aircraft and helicopter licenses issued by the Aeronautics Commission are up in 1982 compared with last year with 306 aircraft and helicopters licensed for aerial spraying crops in North Dakota operated by 186 companies and individuals, Vavra said.