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North Dakota Aviation Association
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North Dakota Aeronautics Commission

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July 1983

Wahpeton, ND 58075

PIK: boon for aerial applicators?

(Reprinted from the Aerial Applicator, California.)

More weed control and less fertilizer application seems to be the coming trend for aerial applicators under the new PIK program.

With the removal of crops, weed control of set-aside acreage becomes important to both insect control and soil erosion prevention.

Aerial applicators who will suffer from lower fertilizer demands, can utilize the need for increased herbicide programs for weed and insect control on fallow acreage.

If the idle land is left unchecked, then insect infestation can be a serious problem in the adjoining fields during the growing season.

The information for weed and insect control in relation to the PIK program was furnished by the Agricultural Divisions of Chevron, Dow, Eli Lilly and Velsicol Corporations.

PIK offers unique advantages

Your least productive land is likely to be the first you'll take out of production under the acreage reduction and payment-in-kind programs if you participate this year. The land may be marginal because of low fertility, high weed populations or patches of perennial weeds, poor drainage, too much slope or for several other reasons.

When deciding which acres to idle, look

for opportunities to get problem weeds under control. It will benefit future crops and could be the most cost-effective alternative.

By diverting acres with severe weed problems and making a small investment in a sound herbicide program, you can bring your problem weeds under control, returning the land to maximum potential. And since the land is idle, you have maximum flexibility in both herbicide choice and application timing.

While the treatment season for your annual and perennial weed problems is still months away, all Extension weed control specialists suggest that you plan now to set aside those fields with severe weed problems. All the experts emphasize the benefits of using this opportunity to gain the upper hand on those severe weed infestations.

The key to any weed control program will be getting the approval of your local ASCS committee to insure that the requirements for ground cover are met. Seeking assurance of local approval and planning the program now will be to your advantage.

In a state-by-state survey with local weed authorities we found many similarities and some significant differences in problem weeds present in each state.

Excellent time for perennial control
"Fallow periods with limited tillage or no tillage is an excellent time to rid land of hard-to-kill perennials," says Dr. Allen Wiese, Extension weed control specialist with Texas A & M University.

Dr. Wiese cites field bindweed and johnsongrass as the two most likely perennial weed candidates. He adds that shattercane and barnyardgrass are annual weeds which are also severe problems in the state. Wiese recommends using Roundup to control

johnsongrass and Banvel or Banvel and 2,4-D for field bindweed control.

Similar weeds plague California
Dr. Larry Mitich of the University of California-Davis adds yellow nutsedge to bindweed and barnyardgrass as target weeds that should be worked on while land is idle.

"All three species can best be controlled while land is idle," says Dr. Mitich, "particularly field bindweed. Bindweed is one of California's worst cropland weeds and substantial yield losses and harvesting difficulties occur when the weed is present, even in modest amounts."

Mitich says barnyardgrass competition studies at UC-Davis indicate that only the barnyardgrass plant per nine feet of row can reduce sugarbeet yields five to 10 percent. One plant per three feet of row knocks yields 30 to 50 percent.

To control bindweed for future crops, Mitich recommends that bindweed be irrigated or under good moisture conditions so it is actively growing, then says to apply Banvel or Roundup.

If Banvel is used, broadleaf crops shouldn't be planted for 12 months following application. He says seedling control next year is important, and recommends use of 2,4-D in small grains or Treflan in other suitable crops.

Dr. Mitich recommends cultivation or use of paraquat to hold the line on barnyardgrass, and says yellow nutsedge can be held in check with three or four cultivations to prevent seed production and to desiccate underground nutsedge parts.

Control the weeds... or grow a crop
"If a grower idles a field and doesn't work to control the weeds, he'd be better off growing a crop," says Dr.

William Lewis, Extension weed control specialist at North Carolina State University. "We have some growers who no longer need a pre-emerge grass herbicide. If they neglect weed control while this land is idle, they'll be right back to needing pre-emerge grass control."

Dr. Lewis says tillage will take care of horseweed and whitehead aster problems that may show up on idle acres—if it can be accomplished and still comply with program ground cover requirements. He says Banvel/2,4-D combinations give good broad-spectrum control of most other broad-leaf problems with no carryover problem. And Roundup probably offers the best control of perennial grasses, Dr. Lewis says.

Dr. Lewis feels that some growers will be reluctant to spend money on idle-acre weed control. "The potential build-up of weed problems could really be trouble in future years for those who don't manage their weeds on idle land," the specialist adds.

Cover crop considerations
"As I understand the program," says Dr. Wayne Houston, Extension weed control specialist at Mississippi State University, "Land with over a three percent slope will require some ground cover. This will play a role in your weed control options. You should be able to find a way to reduce perennial weed problems. You'll miss a real opportunity if you don't."

University of Illinois' Dr. Marshal McGlamery says there is no question that in past years, set aside and soil bank acres have become "Weed Banks" and have allowed a reseeding to replenish the soil seed reservoir. He cites an old saying... "One year's seeding causes seven years weeding."

Be sure to consider weed control

(Reprinted from the Aerial Applicator, California)

If you are one of the farmers participating in the USDA Payment In Kind Program (PIK), it's important that you consider weed control on those set-aside acres.

The EPA recently defined how herbicides can be used on these conservation acres. Growers participating in the program are required to control weeds without causing soil erosion. This requirement discourages extensive tillage which could promote erosion and suggests that herbicides should be used to minimize tillage and soil erosion.

The USDA-ASCS says erosion can be controlled by leaving crop residue or stubble on the soil surface or by planting a vegetative cover crop.

Fallow Weed Control Options
If the field has stubble or crop residue from a previous crop on the soil surface and is without a vegetative cover crop, the Agency will allow use, according to accepted labeling, or herbicides:

1. registered for "fallow" applications;
2. registered for "minimum till" or "no-till" application prior to planting the subsequent crop;
3. registered for application to the crop whose residue or stubble is present as if that residue or stubble were actually growing (e.g., on corn stubble or corn residue any pesticide registered for use on corn may be applied);
4. registered for use on the subsequent crop; or
5. not registered for the existing residue

or stubble crop as in 3 or the subsequent crop as in 4 but whose label does not prohibit rotation to the subsequent crop.

Under these guidelines, growers can apply Surflan to stubble fields for fallow weed control. Surflan is a long lasting herbicide which will control weeds longer than most other preemergence, surface-applied herbicides, delaying any need for tillage. Surflan should be surface applied. It can wait up to 21 days for rain which provides herbicidal activation and insures reliable weed control. This application will control certain broadleaf weeds such as pigweed and lambsquarters and a broad range of the grass weeds that can be expected to cause the most serious problems in a set-aside situation.

See PIK page two

PIK: herbicides can be used in cover crops

from page one

Surflan can be tank mixed with a wide variety of other herbicides to control additional problem weeds. Where growing vegetation needs to be eliminated, Surflan can also be applied in combination with a burn-down herbicide such as Paraquat or Roundup.

Cover Crop Weed Control Options
The report also indicated that herbicides can be used for weed control in land that is planted to a cover crop. If the field is planted in wheat or a cover crop like alfalfa or some other legume, the program stipulates that fields may not be grazed during the six principal growing months of the year and wheat must not be harvested for grain. The grower must follow specific directions, precautions and restrictions applicable to the pesticide to be used on the crop.

Growers can apply Treflan or Balan herbicide for weed control in forage legumes used as cover crops. Treflan can be applied as a preplant incorporated broadcast treatment of 1-1½ pints per acre, depending on soil type. Balan can also be applied as a preplant incorporated broadcast treatment at 3 to 4 quarts per acre, depending on soil type. Either herbicide will control many annual grasses and broadleaf weeds, eliminating the need for a nurse crop.

Without the competition of a nurse crop, the legume establishes quickly and provides adequate soil cover. Also, the herbicide application helps keep weeds in check that could reinfest fields after the legume has emerged.

The EPA emphasizes that growers using any pesticide on their PIK acres need to read and follow label directions.

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Around the State

BRECKENRIDGE-WAHPETON . . . airport board met with the FAA, N.D. Aeronautics Commission, Minn. DOT and their engineers to discuss the future airport improvement projects and goals.

CASSELTON . . . is continuing the planning for a new airport south of town and I-94. The engineering drawings are underway.

LIDGERWOOD . . . has completed the earthwork and grading of a 2800' X 300' proposed N-S turf runway 1 mile northwest of town. They are now planning to seed and mark the runway. Hopefully the airport can be opened next spring if the grass growth takes hold.

WEST FARGO . . . has been working on acquiring the clear zone on the north runway end. They are also planning to light and mark the 3830' X 147' grass runway.

GREMORA . . . is looking into improving the airport runway length. It may be possible to relocate a site east of town. The Airport Authority and City Council plan to meet and discuss it.

CENTER . . . The N.D. Aeronautics Commission staff met with the Oliver County Commissioners and Center community to discuss plans to acquire a coal haul road to be developed into a runway. The location is between the city and the Milton Young Energy Plant.

HAZEN . . . has a new chairman selected. The airport authority will be working to complete the airport paving project which has been delayed. The runway is presently closed for public use.

MOHALL . . . has received the FCC frequency approval for the NDB. They will be negotiating for installation and arranging the manufacturing of the NDB transmitter. Plans are for a fall FAA flight check.

Relative Wind will no longer be published by Prairie West

With this issue, Relative Wind will no longer be published by Prairie West Publications of Wahpeton. Prairie West terminated the contract which it had fulfilled for several years and gave notice of this termination to the various groups involved with the publication of Relative Wind.

The staff of Prairie West has enjoyed working with the aviation industry in the state of North Dakota and wishes a continued success with Relative Wind.

FAA allocates major grants

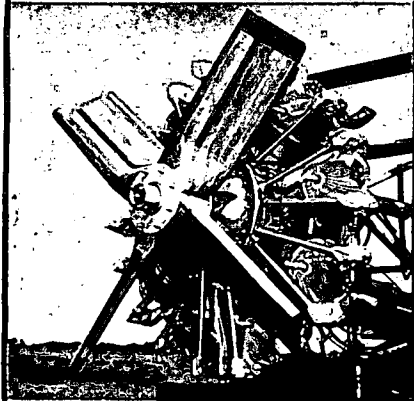
The Federal Aviation Administration has allocated a total of \$840,110 in federal airport funds for two North Dakota airports for paying 90 percent of the cost of airport improvements according to Harold G. Vavra, Director of the State Aeronautics Commission.

Watford City Airport was allocated \$594,000 in federal funds for extension of a paved runway 4,400 ft. by 75 ft., widen and mark connecting taxiway 1000 ft. by 40 ft. expand aircraft parking apron, relocate county road, acquire land, pave access road, install obstruction lights and visual vertical aircraft guidance equipment.

Mandan Airport Authority was allocated \$246,110 in federal funds to extend a paved runway 600 ft. by 75 ft., install medium intensity runway lights, construct and light a parallel taxiway 775 ft. by 40 ft., relocate county road and install visual vertical guidance system.

The federal share of the funds is from federal user taxes on aviation motor fuels and other user taxes, Vavra said.

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Marketing: different things to different people

By Tina Evans

Marketing means different things to different people and organizations, according to David Moran, senior vice president of marketing for Republic Airlines.

To Republic, marketing meant going from a little-known airline to one with a major portion of the market in cities all over the country.

"Marketing means different things to different people and has different meanings to different contexts," he said. "To us it is the organized coordination of resources to get consumers to purchase our product — empty airplane seats." When Republic Airlines was created with the merger of North Central and Southern Airways in 1979 and eventually Hughes Air West, he said, marketing strategies had to be developed to promote the new airline.

"The first elements were basic — determine our product and to whom we were selling. Basic it was, easy it wasn't," Moran said. "We had an identification problem we needed to overcome — we were just another name."

He said all airline travel was depressed at the time. Republic was "three blobs on a national map — which had an adverse effect on our flight scheduling."

Internally, he said, there were three different management groups and employee groups. Advertising needed to be stressed.

"We hired a new advertising agency based in Minneapolis and increased our advertising budget from \$12 million to more than \$30 million a year," he said.

Then, they carried off what he calls one of the "biggest sales promotion coups." Through Ralston-Purina, the Republic name hit 5 million breakfast tables with free airline tickets for children on the boxtops of a breakfast cereal. All they had to do was travel with a paying adult.

"You just know you're going to get special care at Elliott Beechcraft."



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Henry L. Reichert, Jr., M.D.
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Hank Reichert is an enterprising ophthalmologist who uses his airplane to travel to his clinics in North and South Dakota and to promote his new eye implant nationwide.

Dr. Reichert originally went to Elliott Beechcraft because of their Beech affiliation. (He bought a Bonanza from Elliott in 1980, followed by a Baron in 1981 and a Duke in 1982.) He keeps going back to Elliott because of their first-class service.

"I have a lot of respect for the people at Elliott Beechcraft," Dr. Reichert says. "I like the way they treat me... and the way they treat my aircraft. You know you're going to get extra special care."

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"Kids started talking about it. Pretty soon we had moms and dads and kids taking trips. Identification spread quickly," he said. "We printed another 5 million cereal boxes."

He said Republic used the idea that people don't like to travel alone to increase sales — giving away tickets for one, so another person would buy an accompanying ticket. They gave away Republic

Thousands at Aviation Day

Forty-one visiting aircraft and several thousand people attended the International Aviation Day celebration at Sloulin Field in Williston May 22.

One of the highlights of the day was the rededication of Sloulin Field, named after Kermit and Wesley Sloulin who were killed in action during World War II. Brothers Al, Ralph, Vernon and sister Edith presented the flags given at the brother's burials to the Williston Airport.

Airport manager Jack Daniels accepted the flags, which will be permanently placed in the terminal as a testimonial to the two Sloulin brothers.

Daniels also received a plaque in recognition of his 33 years of service to the airport. A ribbon cutting ceremony was also held for the remodeled terminal.

Other activities included an airshow with performances by the "Tension Free" skydiving team, a fly-by of Ser-Vair aircraft, and stunts by the Pietsch Flying Show.

Bob Chitwood, 72, Alexandria, received the award as the oldest pilot flying in for the air show. Kelly Kaiser, 16, Williston, won the youngest pilot award. Nick Pasternak flew in the oldest airplane, a 1942 Piper PA II, and Jim and Bill Lyon won the flour bombing competition.

Scott Smith, Burlington, won a free trip for two to Minneapolis for a Twins game, which was donated by Big Sky Airlines.

tickets to television and radio stations to use in promotions and held mass ticket giveaways in various locations.

"We sold 1000's of dollars of tickets with every giveaway," Moran said.

Now, he said, Republic is the number one airline at three of their four major hubs — Detroit, Memphis and Phoenix — and number two "by a slight

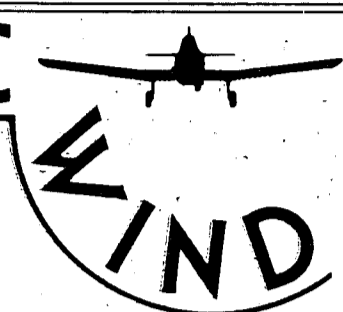
margin" at Minneapolis-St. Paul.

Another strategy has been to improve the product, he said. "We've decreased our employee number to just over 14,000. We have fewer people doing a better job."

He said now what is needed is uniform fare combinations. "There are over 160 cities which have 60,000 different fare combinations," he said.

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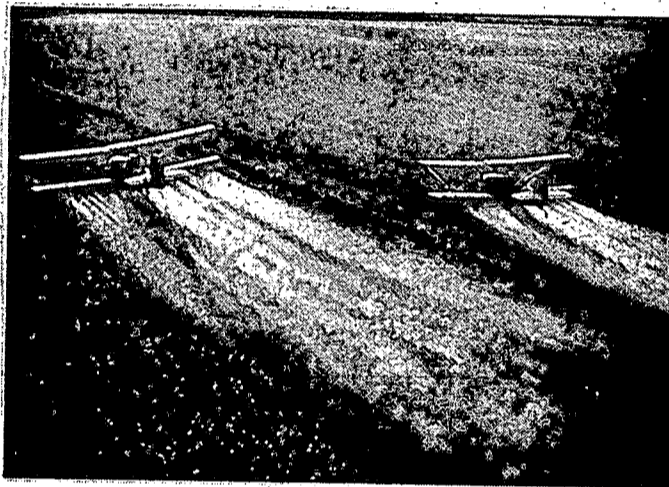


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FAA

approves

ultralight

programs

The Federal Aviation Administration has granted interim approval of the ultralight pilot competency and vehicle registration programs developed by the AOPA Air Safety Foundation.

This is the first officially recognized program in the self-regulation of ultralight flying as directed in the preamble of Part 103 of the Federal Aviation Regulations.

Archie Trammell, executive vice president of the AOPA Air Safety Foundation, says the organization has more than 30 ultralight pilot examiner seminars scheduled and will have more than 400 examiners prepared to register pilots and owners of the vehicles.

Detailed plans of the safety regulations were submitted to the FAA March 8. The interim letter of approval was granted two days later approving immediate implementation.

Although the FAA has not officially established guidelines for ultralight pilot competency, the programs being conducted by the AOPA ASF meet the

ones presently proposed.

There are three areas of self-regulation addressed in the Federal Aviation Regulations: pilot competency, vehicle registration, and vehicle airworthiness. The AOPA ASF current programs deal with only the first two.

FAA's approval on these two says:

"Pilot competency. The FAA will recognize, as proof of achievement of a national standard of competency, documents issued under the ASF's ultralight pilot competency program.

"Vehicle Registration. The FAA will recognize, on a national basis, registration numbers and vehicle marking requirements issued under the ASF's ultralight vehicle registration program."

John L. Baker, president of AOPA and the Foundation, said the FAA approval is "a major development in achieving a level of safety through self-regulation of the sport."

The registration programs, in brief, call for ultralight examiners to ad-

minister oral and written quizzes about aviation regulations and flight operations, and to observe pilot applicants safely operating the vehicles.

"With this program," Baker says, "there now will be standardization in ultralight activities which will ease pressures on state aeronautics divisions and which will give a basis for insurance companies to cover the sport's activities."

The FAA's recognized ultralight pilot registration will be valid for two years and costs \$5. The FAA recognized ultralight aircraft registration fee is \$15.

Trammell says a special safety journal will be edited for registered ultralight pilots and vehicle owners. "Through this we will be able to provide significant safety information to the ultralight community which is not available in any other way."

Registration programs of the AOPA ASF are under the direction of John Ballantyne. He says there are now five ultralight experts scheduling and conducting the examiner seminars.

Remember a dedication with an air mail envelope

By Tina Evans

Airport and heliport dedications can be recognized and remembered through the American Air Mail Society.

According to Maryan Pearsall, a member of the organization, dedications can be commemorated through air mail envelopes postmarked on the day of the dedication.

The organization suggests the use of rubber stamps, printed gummed labels and typed or printed inscriptions on the front of the envelope. They suggest aeronautical artwork and words marking the dedication.

"Regardless of whether or not air mail is officially flown to or from the airport, collectors will want to have their air mail envelopes postmarked and dispatched from the nearest post office on the same day the airport is officially dedicated," says an information sheet distributed by the American Air Mail Society. "It's the postmark cancellation with the proper date that authenticates the air mail envelope as a collector's item."

Pearsall says her father has "what many consider to be the largest, finest and most complete collection of this type in the United States. He wanted it to be continued and with so few airport and heliport openings these days across the country, every bit of information I can get helps me like it helped him."

The Society has sample designs for the commemorative envelopes, and can provide other information to anyone interested. They also will help with national publicity, according to the information sheet.

"You will be able to secure nationwide recognition through the medium of philatelic magazines and syndicated news columns devoted to collectors' interests."

The American Air Mail Society is a non-profit organization which publishes the American Air Mail Catalog for historical and aerophilatelic purposes.

For more information, contact Mrs. Maryan Pearsall, 13301 West 169th, Lowell, Ind. 46356.

17 state-aid grants approved

The North Dakota Aeronautics Commission approved state-aid grants for 17 general aviation airports totaling \$360,921 to pay 50% of the costs of airport improvements, according to Harold G. Vavra, director.

Projects approved are:

\$57,800 - Casselton - Land acquisition for new airport, construct runway and apron.

\$35,640 - Dickinson - Construct and pave crosswind runway and widen taxiway.

\$75,350 - Dunn County - Pave runway 4,200 ft. by 50 ft. and taxiway and apron.

\$2,492 - Edgeley - Seal coat on runway and taxiway.

\$68,410 - Glen Ullin - Grade and pave 2,400 ft. by 50 ft. runway, taxiway and apron.

\$2,184 - Kenmare - Seal cracks on runway and gravel apron.

\$10,000 - Kindred-Davenport - Purchase land for clear zone easement.

\$13,608 - Langdon - Crack filling and seal coat on paved runway.

Grand Forks ranks second

Grand Forks International Airport in 1982 had a total of 188,649 general aviation operations (landings and take-offs), which ranked it second highest in the FAA Great Lakes Region. Pontiac, Michigan was the highest with 264,936 GA operations among the eight states in the region which includes the States of North and South Dakota, Minnesota, Illinois, Indiana, Michigan, Ohio and Wisconsin. No other airports in the Great Lakes Region ranked in the top 20 airports in the U.S.

In the United States, Airport Operators Council International, reported that Van Nuys, Calif. ranked highest with 509,758 GA operations with Long Beach, Calif. second with 461,287 and Santa Ana, Calif. third with 396,029 operations.

Out of the top 20 airports in the United States, for general aviation operations, Grand Forks ranked 17th, followed by Dallas, Texas, Love Field 18th with 179,671; St. Petersburg, Florida 19th with 175,137 and Tucson, Arizona 20th with 172,597 operations.

\$375 - Linton - Runway crack filling.

\$12,622 - Mandan - Construct 600 ft. paved runway extension and light.

\$900 - New Rockford - Engineering study of airport.

\$4,750 - Oakes - Install beacon, install VASI at both ends of paved runway and install radio control of runway lights.

\$2,661 - Parshall - Completing FAA master planning for airport.

\$2,500 - Rolette - Seal runway cracks,

repair runway lights.

\$24,060 - Stanley - Overlay paved runway and extend runway 200 ft.

\$6,625 - Tioga - Complete apron and taxiway lights, and engineering.

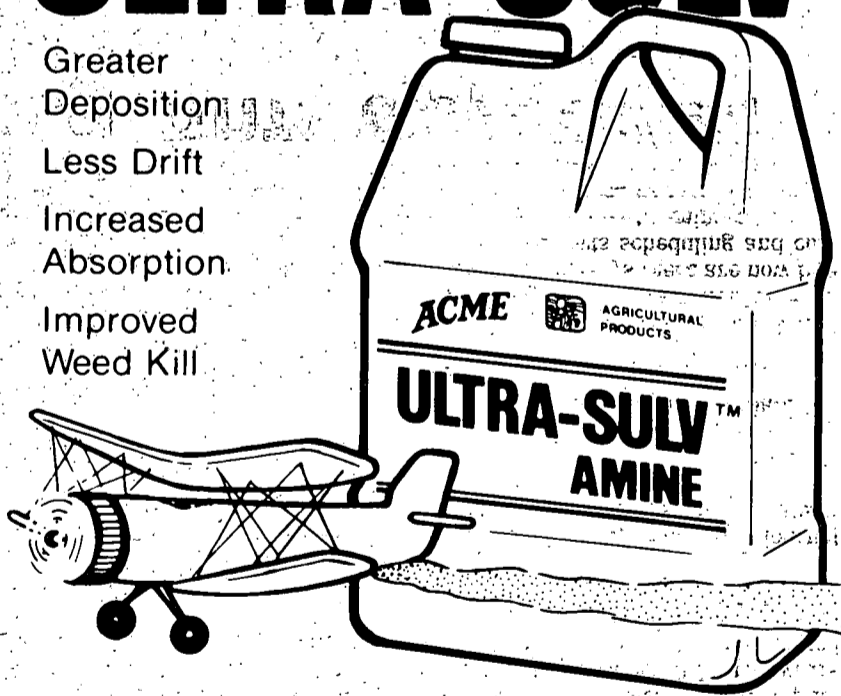
\$40,944 - Watford City - Runway extension and overlay all paved airport surfaces.

\$360,921 - Total

State funding for these projects is from the 4% excise tax on the sales price of aviation motor fuels, Vavra said.

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