

RELATIVE



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North Dakota Aeronautics Commission

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Wahpeton, ND 58075

1982 aviation in review

JANUARY — NDAA holds convention at Dickinson. John Odegard, Chairman of UND Aviation Department, and Duane Larson of Fargo receive awards. CAB route authority ends. Big Sky reduces round trip fares between Bismarck, Devils Lake & Minneapolis. Commercial air traffic drops 15.5 percent in 1981 at the 8 air carrier cities in North Dakota. Republic reroutes Bismarck and Fargo connections. Air Florida jetliner crashes in Potomac River in Washington, D.C. with 74 fatalities. Beulah has new FBO. Air Force Thunderbird jets crash in Nevada desert. World Airways DC-10 jetliner slides into Boston Harbor. Tyler Henderickson, pilot warden for State Game & Fish Department, named Wildlife Officer of the Year. Big Sky requests for bigger subsidy for Devils Lake and Jamestown from CAB and contemplates discontinuing Dickinson air service. Breckenridge-Wahpeton Interstate Airport Authority considers name change.

FEBRUARY — Executive Air Taxi Corp. in Bismarck acquires two Bell turbopower helicopters for air taxi service. Northern Airways Inc. opens business in Fargo with Doyle Nordby as director of flight operations. Republic lays off 7 percent of work force. Japan Air Lines DC-8 slams into Tokyo Bay with 24 fatalities. Republic, Ralston Purina, team up in air promotion. Bryce Streibel, R-Fessenden, recommends state study on use of aircraft pool resulting in a governmental transportation savings. Snow removal problems soar at airports across N.D. Northwest Airlines cuts late night Fargo to Bismarck flight. Republic offers numerous free round-trip tickets at various ND cities. Frontier flew record revenue passenger miles in month of January, was reported. Senator Mark Andrews, R-North Dakota, backs increased Big Sky subsidy request from CAB. FAA backs large "N" numbers for aircraft. Legislature Audit & Fiscal Review Committee decided to study aircraft pool concept. Airline deregulation creating turbulence in North Dakota and is discussed at various meetings.

MARCH — WTA Inc., Lubbock, Texas, has purchased existing inventories of Piper ag aircraft and the Super Cub aircraft. FAA announces National Airspace System Plan for next 20 years. Frontier plans to phase out all Convair 580 turbo props by June. Bismarck Airport increases landing fees on airport. Republic announces no intention of bankruptcy filing as rumor has it. Northwest puts on late night flight from Fargo to Bismarck. NASA space shuttle begins its third trip. CAB announces Big Sky subsidy boost. Legal hitch blocks formation of Fargo-Cass County Airport Authority. North Dakota Aeronautics Commission has meeting to discuss aircraft pool, deregulation and state grants. Fargo man lands safely at Hector Field without landing gear on a foam covered run-

way. 19 grants issued by N.D. Aeronautics Commission with larger amounts going to Kindred for paving, Beulah for apron paving, and Tioga for runway extension. John D. Kline named Aviation mechanic of Year Award at Mechanics Seminar in Bismarck.

APRIL — Dakota-Helicopter Air services starts operation at Beulah. Executive Aviation Inc. of Fargo has opened a new hangar and front fuel line service at Hector Field. Lisbon City Council meets with N.D. Aeronautics Commission staff to discuss airport authority concept. Charter air service operators discuss aircraft pool at N.D. Aeronautics Commission meeting at Grand Forks. N.D. Aeronautics Commission issued grants to Cavalier for an asphalt overlay, Rugby for a seal coat plus numerous others at the Grand Forks meeting. Bismarck Airport applies for energy impact funds. Chinese plane crash kills 112. Republic adds flight to Bismarck from Grand Forks and Minot. Northwest Airlines' mechanics issue strike talks. South Dakota couple found in plane wreckage near Selfridge, N.D. Frontier eliminates late Winnipeg flight. Energy impacted air traffic at Dickinson and Williston levels off. Dickinson and Jamestown FSS reduces hours. Aviation Seminar held at UND with Bill Shea of FAA as guest speaker.

MAY — Eagle Aircraft buys former Bellanca building at Alexandria, MN. Pioneer Airlines, which serves Williston, sells arrival spaces at Stapleton International at Denver for between \$2 and \$2.5 million. Republic announces nonstop Minneapolis to LA flight. Strike hits Northwest in late May closing down its operations in North Dakota. Big Sky discontinues its round trip service between Devils Lake and Grand Forks. Braniff Airlines quits service in U.S. Local Bismarck air taxi operator makes successful gear-up landing on Bismarck Municipal Airport. U.S. House Ways and Means Committee approves 12-cent fuel tax. Governor's Commission on Commercial Air Transportation meets to discuss strike. Strike boosts Big Sky enplanements. Northwest resumes partial flights in some N.D. cities. Republic expects profit in second quarter of 1982 as reported by President Daniel May.

JUNE — Rolla NDB is operational. New Town plans to pave 3,000' X 50' runway. Grand Forks is in top 15 in general aviation operations in the nation. Paul Bohn, FAA Regional head speaks in Fargo. Aircraft pool hearing held at State Capitol Building. Northwest settles strike and resumes operations in mid-June. Governor Allen Olson expresses interest in drug-taken airplane located in Fargo. Amelia Earhart's plane search is undertaken. Crop sprayed aircraft was Amelia Earhart's plane Park River with no fatalities. Disaster emergency exercise held at Minot Air Force Base. FAA announces plan to hire 1,000 more controllers in upper 8-state region. Fargo Airport Authority discusses terminal project building plans in a reduced form. Big Sky reports first quarter losses. Bismarck plans underground geothermal cooling system for terminal building addition. CENEX advertises custom spraying service and chemicals. Columbia space shuttle lifts off for its 4th test flight in late June. Ground breaking ceremony for new aerospace center at UND held. Weather modification gets under way across several N.D. counties.

JULY — Bowman has Diamond Jubilee airshow. George Batchelder, UND Aviation Department, receives FAA safety award. Big Sky reduces fares on Minneapolis route. Northern Airways Citation jet air ambulance is in service. Lansford aircraft vandalized on airport. Pan Am jet crashes in New Orleans killing 154 people. Harold Vavra, Director of N.D. Aeronautics Commission, announces airline increases in month of June. Republic reports major financial improvements. Project Global Shield '82 by the Air Force crisscross N.D. with low flying B-52 bombers in mid-July. Delay in ILS landing system for Bismarck is announced. Northwest reports net loss of \$1.45 million for second quarter of 1982. Sight-seeing helicopter crashes near Medora. Disbursement of \$26,996.63 to counties apportionment of aircraft and aerial spray licenses collected by N.D. Aeronautics Commission. Major General Darrol G. Schroeder, member of the Aeronautics Commission, is named Assistant to NORAD Commander. N.D. Aeronautics Commission approves grants for 13 projects with largest amounts going to New Town, Ashley and Hazen. AIP bill passes Senate.

AUGUST — Oshkosh fly-in attended by numerous pilots. FAA meets in Minot with airport managers to solicit offers for new automated FSS. CAB Kansas City Regional Office closes. Grand Forks Air Wing

more on page two

Notice

A meeting of the interim council representing aviation interests met at the State Aeronautics Commission on Friday, February 4th.

The main topic of discussion was on the organizational structure for bringing all aviation interests together under one "Umbrella."

In addition to the three existing groups: NDAA, NDAAA and NDPAMA, efforts are underway to organize a pilot's group and the airport authority/airport management group. Inquiries will be going out to other groups as well.

The main concern is that because of the nebulous state in which NDAA was left after the recent convention, a special meeting of NDAA members is required to re-constitute the organization if it isn't to simply evaporate at the end of March.

Therefore, a special meeting has been called by NDAA president Larry Linrud and interim board chairman Dennis Rohlf for 2:00 PM, March 9, 1983 at the Kirkwood Motor Inn of Bismarck. This meeting will be held in conjunction with the NDPAMA Convention and all NDAA members as well as the interim board are asked to attend.

Recommendations for the new "Umbrella" concept will be presented and the general membership of NDAA will be asked to ratify the new plan or recommend change.

If NDAA emerges as just one of many member groups under the "Umbrella," then NDAA will need to re-elect officers at this meeting.

It is very important that all concerned members attend.

More 1982 aviation in review

from page one

sponsors safety seminar . . . Tioga airport expands taxiway system . . . Air traffic in N.D. levels off to last year's figures . . . Numerous control noon flight . . . Oakes plane crash kills 2 . . . Governor's Management Task Force makes recommendations to Aeronautics Commission . . . 6-year AIP bill enacted by Congress for 90 percent federal funding available.

SEPTEMBER — Flying Farmers attend convention in Bismarck . . . High interest rates and economy plague FBOs in West Dakota . . . Columbus completes new runway marking project . . . North Fargo . . . Columns new hexagonal hangar . . . International Peace Garden Airport has new seal coat . . . Aerial applicators alerted of beekeeper hive locations . . . New aviation fuel taxes are effective . . . President Reagan signs 6-year AIP bill for airports across the U.S. . . . Harold Vavra, N.D. Aeronautics Commission Director, issues warning to unqualified pilots on blackbird scaring and avitrol dispersing . . . Dennis Rohlf, President of Executive Air Taxi Corp., Bismarck, forms medical air ambulance helicopter service for central Dakota region . . . Canadian Customs stations cut back hours . . . Hang glider fatality occurs near Sheldon, N.D. . . . DC-10 jetliner crashes in Spain . . . Bismarck Airport new radar system is ready for use . . . Frontier discontinues Bismarck to Rapid City service . . . Red River Valley Experimental Aircraft holds fly-in at Kelly Field near Grafton . . . Dave Moran, Republic's Senior Vice-President for Marketing, states airline will make no major changes . . . Air carrier N.D. cities receive more than \$4 million in federal funds for construction projects . . . Governor's Commercial Air Transportation Committee meets with various airline representatives.

OCTOBER — FAA issues and adopts rules on ultralight vehicles . . . antique plane museum opens at Bonanzaville in West Fargo . . . N.D. Aeronautics Commission distributes \$750,000 in block grants to eight air carrier air-

ports . . . Lidgerwood selects site for new airport . . . Washburn approved engineer grant to study airports development . . . Californian crash kills pilot and 13 skydivers . . . Bismarck Hospital unveils new air ambulance . . . Northwest Airline sets record for net earnings in third quarter of 1982 . . . FAA seeks changes in safety rules with airlines . . . Grand Forks International Airport plans to acquire 165 acres for airport expansion and diversion ditch . . . Drayton purchases airport land.

NOVEMBER — UND Center for Aerospace Sciences receives \$24,000 grant for N.D. Weather Modification Board . . . Space shuttle leaves earth for 5th time in last 19 months . . . 2 for 1 fare is again offered by Republic and Northwest . . . Federal report says paved runways at small airports are falling apart . . . Wimbledon Airport closed for public use . . . Cando Airport planning on locating a new site . . . N.D. Ag Operators submit "Summary of Acres Sprayed" to N.D. Aeronautics Commission . . . FAA reviews medical rules . . . Watford City and Dickinson Airports receive energy impact grants . . . FAA holds several pilot seminars around North Dakota . . . Air helicopter ambulance service starts operation in Bismarck . . . No major injuries occur in air crash near Beulah Airport . . . Big Sky reports profits after 3rd quarter of 1982 . . . Fargo Hector Field installs ILS and RAIL on runway 17 . . . NDAAA holds convention in Fargo.

DECEMBER — CAB deregulates air ticket sales . . . Ashley promotes donations for local airport construction . . . Lt. Col. Thomas A. Dahle, Bismarck, named CAP head . . . Northern Airways, a Grand Forks airline, plans for Grand Forks to Bismarck service starting in January . . . N.D. airports get FAA agreements for federal airport funds . . . Glen Ullin plans for realignment of runway . . . Total of 1813 aircraft and helicopters were registered in 1982 . . . Gov. Olson issues budget cuts to N.D. airline cities . . . Frontier expands into 82 cities in U.S. . . . Sen. Mark Andrews studies unfair airline ticket fares for North Dakota . . . Frontier unions balk at pay cut plan . . . Airlines offer discount rates to sunspot resorts.

Many turn to computers for help

(Reprinted from NATA newsletter)

Many FBO executives, eager to find relief from the mountain of business paperwork, have turned to computers for help. Unfortunately, many didn't get what they bargained for: systems that were too large or too small, or software with limited or even questionable value to the company. It doesn't have to

happen to you — if you begin your search for the right computer with several important points in mind.

First, the real measure of a computer system's value to your company is not so much the capabilities on the computer itself. Its true value rests in the jobs that the combination of hardware

and software can perform. Often, the buyer gets so involved with memories, CRTs, disk drives and printers that he forgets about the software. This problem is especially critical for FBOs because while a large selection of hardware exists, only a limited amount of software is available for these companies.

The second possible pitfall — relying on "canned" general business software — can be avoided when you remember that FBOs are very different from other types of companies. In an FBO, canned software is useful only with significant modifications or additional programming. Both of these procedures can be very expensive and make a shambles of your budget.

Many FBOs find themselves using canned software because their computer salesman did not understand the requirements of a general aviation business. Inadvertently, he led the buyer to believe that standard general ledger programs would suffice. Or, if they do recognize that canned software won't work for an FBO, salesmen often underestimate, by a wide margin, the programming costs required to make the investment in a computer truly worthwhile.

Clearly, the job of arriving at the best computer system should start with software selection.

Sectional charts will be simplified in the future

Sectional charts of the future will be simplified, according to NOAA Divisional Chief Ron Bolton. They have been earmarked for many changes by a National Airspace Review task force, which has recommended more than 70 changes. Standing out from the crowd of proposals are recommendations that the sectional be published (and updated) just once a year, and that shaded relief be deleted.

Deletions from the chart outweigh additions by a large margin. If the recommendations are adopted, contour lines and roads with urban areas will be dropped, as will private-use fields that do not warrant runway pattern depiction and those that do not have emergency-use value (as determined by the FAA) or landmark value (as determined by NOAA). ATIS frequencies would be moved to tabular data, and above-ground-level heights of obstructions might be deleted if a survey of users justifies their removal. The letters "CT" would also be dropped from beside tower frequencies, since the blue color of the airport symbol and wording identifies it as having a tower. The blue shoreline vignette is destined to slide quietly into the ocean, too. The

text associated with prohibited areas might go up in smoke, but the identifier would be retained for reference.

On the plus side, the task force is recommending more highway identifiers, especially on those used by air traffic control as reporting points. There's also a move to print distances between VORs on direct airways. Hang glider and ultralight operating areas might earn a place on future sectionals.

New, more descriptive symbology is recommended for bridges, heliports and particular types of landmark obstruction, such as cooling towers, windmills, smoke stacks and tall buildings. Intersections might be shown by standard IFR-chart symbology.

Other refinements discussed by the other committees include changing the term "critical elevation" to "spot elevation," and replacing the current green elevation tint with another shade to avoid any confusion between elevation information and vegetation. TRSAs and the blue/magenta transition-area shading would be toned down, but contour lines would be made bolder.

(FLYING magazine)

Bracken is reassigned

H. Russell Bracken, Chief of the Bismarck Air Traffic Control Tower has been reassigned to the Air Traffic Division of the FAA Great Lakes Regional Headquarters, in Des Plaines, Illinois. The transfer is effective November 28th.

An announcement for an Air Traffic Facility Manager's vacancy will be forthcoming and should be filled shortly after the first of the year. In the interim

Mr. Russ Bracken appointed Donovan C. Arneson, Acting Bismarck Air Traffic Manager, who will also continue in his current assignment as an Area Supervisor at the Bismarck control tower.

The duties of FAA Local Coordinator will be assumed by Sam West, Sector Manager of the Airways Facilities at Bismarck.

Air ticket sales change is approved

Washington (AP) — Imagine buying an airplane ticket at your local bank or department store or even from a sidewalk vending machine? That may well become common practice over the next few years.

Since the beginning of the jet age, air carriers and their approved travel agents have monopolized the sale of airline tickets. But the government took another step Thursday to de-regulate the airline industry.

The Civil Aeronautics Board over strong objections from travel agents, voted to open the ticket business to competition, ending a 40-year system that the board said was too cozy a partnership between the airlines and the agents.

By a 4-1 vote, the board ended the long-standing requirements that travel agents must be approved by the airline industry.

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Around the State

HAZEN . . . is presently under a reconstruction project to pave a 3200' X 50' runway presumably by early June, 1983. The Airport Authority will be planning a fly-in once the project is completed. Remember if any Airport Manager or Authority is planning activities, contact the N.D. Aeronautics Commission so that we can get a story into the Newsletter.

BOWMAN . . . The Airport Authority met with the FAA and the N.D. Aeronautics Commission staff to discuss plans to expand the runway and repair the apron. They will be doing some land negotiations, engineering selection and gathering support for the project. We recognize the active interest, enthusiasm and cooperation that this County Airport Board is showing to insure the safety, use and future needs of aviation in their county.

DRAYTON . . . is working on acquiring the runway approach easements to protect the safety and efficiency of their community's airport. Now is a good time for local Airport Authorities to negotiate with the land owner to acquire the air control over the areas which aircraft must operate safely to and from the airport. Please contact the N.D. Aeronautics Commission for more information and clear zone easement examples.

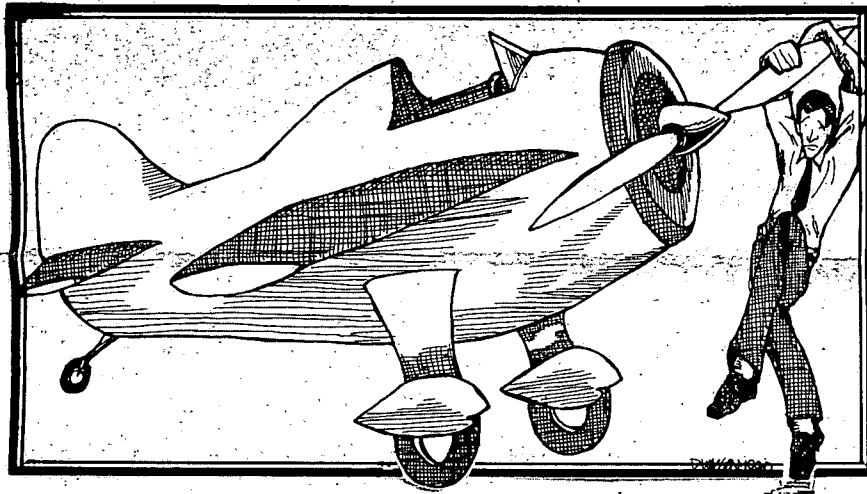
WASHBURN . . . The Airport Authority has an engineering agreement to study the development of the airport. A wind rose study has been completed with analysis comparisons to the wind data taken from the powerplant near the airport.

WEST FARGO . . . is planning to mark the runway with some type of daylight visual markings. They will also plan to install a beacon and runway lighting system this summer. Congratulations to the energetic Airport Authority members in their progressive development of the airport.

Total of eight airport improvement projects have been approved

The North Dakota Aeronautics commission meeting in Bismarck on December 21st, approved eight airport grants totaling \$56,582.27 for paying 50 percent of the airports share of the costs, according to Harold Vavra, director. The projects follow:

Airport	Project	State Funds Allocated
Dickinson	Overlay pavement on NW/SE runway, taxiway and apron and engineering. 1983 project with total estimated cost of \$753,756 with 90% FAA funded, 5% local and 5% state participation	\$37,688.00
Enderlin	Crack filling asphalt pavement and pavement overlay on runway, taxiway, apron and radio control for runway lights	\$ 8,570.00
Hebron	Supplemental amount to complete runway lighting	\$ 1,103.97
Kindred	Supplemental amount for runway marking	\$ 210.63
Larimore	Supplemental amount to complete overlay on runway pavement and ramp seal coat	\$ 1,923.16
Linton	Tractor, snow blower and mower to maintain airport	\$ 5,362.50
Lisbon	Supplemental for seal coat contract and for lighted windsock, painting runway centerline and numerals	\$ 1,524.01
New Rockford	Install mercury vapor beacon light on airport	\$ 200.00
Total		\$56,582.27



Aviation briefs

New service

Resumption of scheduled airline service between Bismarck and Grand Forks, whatever its duration, should be hailed by both communities.

The North Dakota Aeronautics Commission last month granted Northern Airlines of Grand Forks a certificate permitting them to provide twice daily direct flights between the two cities.

This can cut at least six hours from the round trip travel time between the state's second and third largest communities, one containing the Capitol and the other containing the University of North Dakota.

In addition, Northern was allowed the option of one intermediate stop, which means that if found economically feasible, the afternoon flight to Grand Forks could also land at Fargo.

During the Commission hearing, it was tacitly admitted that the service was established primarily for the legislative session, with the hope that this could provide an economic base upon which the service could be continued.

Let us hope that the expectations are realized and that citizens of both communities do everything practical to encourage the new venture. Congratulations are in order to Northern and we extend our best wishes for its success.
(Bismarck Tribune)

Safety seminar

One of the largest aviation maintenance seminars in the upper-Midwest is scheduled for March 8, 9 and 10 at the Kirkwood Motor Inn in Bismarck. This is the ninth annual seminar and is sponsored by the North Dakota Professional Aviation Mechanics Association.

Mike Aarestad of Bismarck is president of NDPAMA, as well as program chairman.

Various engine manufacturers and others involved in the industry will again be on hand to present detailed

educational seminars to the 350 persons expected at the gathering. Aarestad noted. The seminar registration fee is \$15, which is payable at the door. IA renewals will again be part of the program, he noted.

A block of rooms has been reserved at the Kirkwood (701-258-7700) and displays by members of the industry will be set up during the three-day gathering.

Safety award

This year's recipient of the fifth annual North Dakota Aviation Maintenance Safety Award is David Aukes, Executive Air Taxi, Bismarck, ND. Dave is director of maintenance for Executive Air Taxi.

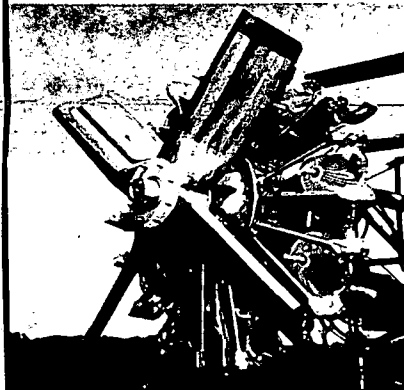
The award, sponsored by the North Dakota Professional Aviation Mechanics Association and the state Aeronautics Commission will be presented at the ninth annual Upper Midwest Aviation Maintenance Seminar March 9 at the Kirkwood Motor Inn in Bismarck.

According to Mike Aarestad, President of the Association, the award is based upon a significant contribution to safety and professionalism in aviation maintenance.

Honorable mention was awarded to Daniel Kasowski of the University of North Dakota Center for Aerospace Sciences in Grand Forks.

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Avoiding a problem

Recently the EPA canceled most registered uses of toxaphene insecticide. However, the cancellation provides for continued labeled uses of toxaphene, until specified dates, in order to avoid a gigantic disposal problem.

According to Dean McBride, extension entomologist at North Dakota State University, the points of most immediate importance to sellers and users of toxaphene in North Dakota are as follows:

Toxaphene products that are in the dealers' or distributors' possession or in the channels of trade may be sold, shipped or distributed for use in accordance with the labeling accompanying the product until Dec. 31, 1983. These products may be used until Dec. 31, 1986.

Existing stocks in the hands of users on or before Dec. 31, 1986 may be used according to existing labeling until Dec. 31, 1986.

Existing toxaphene stocks of any type

may not be sold, distributed or used after Dec. 31, 1986 with the following exceptions:

Toxaphene registrations will continue for: vat dip and spray machine application for scabies control on cattle and sheep; and approved demonstrated emergency uses for armyworm, cutworm and grasshopper control on corn and small grains.

Any continued use of toxaphene must be labeled or bear supplemental labeling for restricted use only by certified applicators, advises McBride. For aerial applications, flagging must be by fully automated devices or humans in totally enclosed vehicles. Anyone applying or handling toxaphene products must wear a hat, impermeable gloves and boots or boot covers, long sleeved shirt, long pants and a respirator. These will not be required for mixers and loaders using closed systems, for aerial applicators in positive pressure cockpits or for other applicators in comparable ground equipment with appropriate filters at all air intakes.

Few are on farms

WASHINGTON, Nov. 26 — About one person out of 40, or 2.6 percent of the nation's total population, lived on farms in 1981; according to a joint report released by the U.S. Department of Commerce's Census Bureau and the U.S. Department of Agriculture.

The farm population totaled 5.8 million. This was about 400,000 fewer than the 6.2 million farm residents in 1979, according to Deputy Assistant Secretary of Agriculture J. Dawson Ahalt.

Ahalt said 47 percent of all farm residents lived in the North Central region of the country in 1981. The South, which until 1965 had the largest share of the farm total, ranked second with 34 percent. The West and Northeast contained 13 and 6 percent of all farm residents, respectively, he said.

The median income of farm families continues to lag that of nonfarm families. In 1980, the median income of farm families was \$15,755, compared with \$21,151 for families not living on a farm, Ahalt said.

A man for the ages

(Quote from Abe Lincoln)

... No other human occupation opens so wide a field for the profitable and agreeable combination of labor with cultivated thought, as agriculture. I know of nothing so pleasant to the mind, as the discovery of anything which is at once new and valuable — nothing which so lightens and sweetens toil, as the hopeful pursuit of such discovery. And how vast, and how varied a field is agriculture, for such a discovery. The mind, already trained to thought, in the country school, or higher school, cannot fail to find there an exhaustless source of profitable enjoyment. Every blade of grass is a study; and to produce two where there was but one, is both a profit and a pleasure.

A few things coalition won't be

from page 5

pesticide forces the National Pesticide Users Coalition. The key to the success of the new force will be the way in which it will be organized.

Maybe, just to give the ants something to wonder about, we should tell them a few things the new coalition will not be:

- (1) It will not be supported, advised or joined by any chemical manufacturer.
- (2) It will support pesticide use, not alternatives to pesticide use.
- (3) It will not be managed by committee, nor by any national user organization per se.
- (4) It will not provide any counter-intelligence.
- (5) It will not be burdened with a large and bureaucratic staff.

Practically everyone is eligible to be a member of the NPUC, farmers, ranchers, pest control companies, foresters, right-of-way, homeowners, florists, nurserymen, towns, counties, municipalities, and even states and countries. Anyone who can honestly say to themselves that they are in favor of defending the benefit side of the use of economical, safe and effective pesticides has a stake in this battle. You can help end the wanton, merciless destruction of food, animals and people that this one-sided war has caused.

This is the new army of the offense. If you are a pesticide user and can qualify for membership, write to this address for more information: The National Pesticide User Coalition, Suite 840, 1030 15th Street, N.W., Washington, D.C. 20005 - phone 202/789-2336.

Editor's Note: F. Farrell Higbee is the President of International Agriculture and Aviation Consultants, Inc. of Washington, D.C.

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IFR: Use it or lose it

Do you like airports available with instrument approaches? Great! Don't cancel your IFR flight plan out before landing, or at least wait until you get beyond the initial approach fix. Even when you probably could cancel out, it's recommended that you don't. Your instrument approach is extremely vital in keeping the instrument approach system alive and well. The FAA counts only those approaches which fall under the following criteria:

a. An instrument approach is an approach made to an airport by an aircraft on an IFR flight plan when the visibility is less than three miles or the ceiling is at or below the initial approach altitude.

b. Where no weather reporting service is available at non-tower satellite air-

ports the following criteria, in descending order, shall be used to determine valid instrument approaches:

- 1) Pilot report.
- 2) If flight has not canceled its IFR flight plan prior to reaching the initial approach fix.
- 3) Official weather, as reported for any airport located within 30 miles of the airport to which the approach is made.

Any time less than 15 approaches are made at an airport it becomes eligible for evaluation and possible rescission of facilities. One might be in your own home town or nearby. Don't cancel out too soon.

FAA Flight Instructor Bulletin

License requirements change

ATTENTION: Flight Instructors and Private and Commercial Pilot Airplane Applicants. Effective November 15, 1982, the cross country requirements for Private and Commercial Pilot Airplane applicants have been changed. Federal Aviation Regulation (FAR) Parts 61.109 and 61.129 have been amended as follows:

61.109 Airplane rating: Aeronautical experience.
(b)***

(2) Ten hours of cross country flights, each flight with a landing at a point more than 50 nautical miles from the original departure point. One flight must be of at least 300 nautical miles with landings at a minimum of three points, one of which is at least 100 nautical miles from the original departure point.

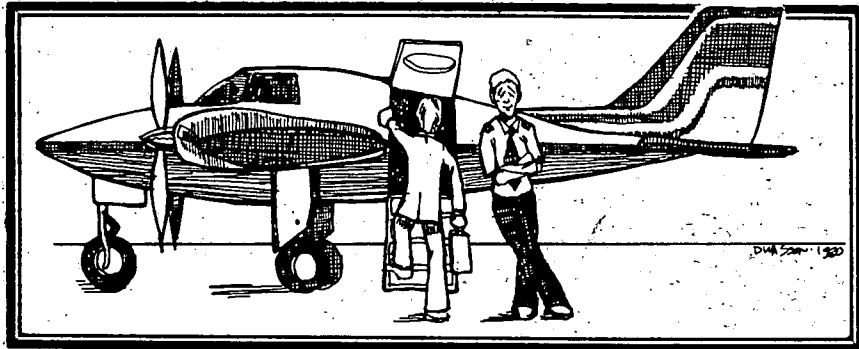
61.129 Airplane rating: Aeronautical

experience
(b)***

(3)***
(ii) 50 hours of cross-country flights, each flight with a landing at a point more than 50 nautical miles from the original departure point. One flight must have landings at a minimum of three points, one of which is at least 150 nautical miles from the original departure point of the flight is conducted in Hawaii, or at least 250 nautical miles from the original departure point if it is conducted elsewhere.

Applicants for Pilot Certificates after November 15, 1982 must meet the above requirements.

If the applicant had completed his long cross-country prior to November 15 he/she will be allowed to meet the old requirements until June 30, 1983.



Dahle heads CAP

Lt. Col. Thomas A. Dahle, Bismarck has been named to head the North Dakota Department of the Civil Air Patrol.

Dahle, 49, was appointed by Gov. Allen I. Olson to succeed Col. David E. Wachal, Fargo, whose resignation was effective December 31.

Dahle, a lawyer with the State Department of Human Services has been a member of the CAP for about three years.

The North Dakota CAP, an auxiliary of the U.S. Air Force, is headquartered in Fargo. According to Dahle, its 350 to 400 members all are volunteers with the exception of one part-time clerk-typist. The CAP's primary function is conducting aerial searches.
(Bismarck Tribune)

Annual convention

March 13-16, 1983

National Air Transportation Association 43rd Annual Convention & Trade Show, Nashville, TN Opryland Hotel.

For information contact: Cindy Aloise (202) 965-8880.

March 1983

Annual seminar

The Student Aviation Management Association at the University of North Dakota, Grand Forks, will be presenting the Second Annual Aerospace Seminar on Friday, April 8, 1983. The seminar will be held from 9 a.m. to 5 p.m. During that time, five presentations will be given by aerospace industry representatives and exhibits will be displayed throughout the day.

The Aerospace Seminar is open to the students of UND, representatives of the aviation industry, and aviation enthusiasts in general. It will be held at the Ramada Inn, Grand Forks, N.D.

Anyone desiring more information may write to Douglas Webster, Student Aviation Management Assn., Center for Aerospace Sciences, University of North Dakota, Grand Forks, N.D. 58201 or call 701-777-2791.

Are you current?

FAR 61.57 says that in the last 90 days, to act as Pilot-in-Command, you must have flown:

—for VFR - 3 takeoffs and 3 landings.

—for VFR Night - 3 takeoffs and 3 landings to a full stop, in class and category.

(Minnesota Flyer)

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Comanche 250 1400 SFRM, 2630 TT, Jan. 1983 annual. One piece windshield. Nice airplane. Tom, Williston, N.D. (701) 572-6970.

Registrations at record level

State aircraft and helicopters registered with the N.D. Aeronautics Commission in 1982 have set a record high, according to Harold Vavra, Director.

A total of 1,801 aircraft and helicopters have been registered in 1982 in North Dakota to mid-November, compared with 1,709 at that time last year, an increase of 92 or 5.4 percent.

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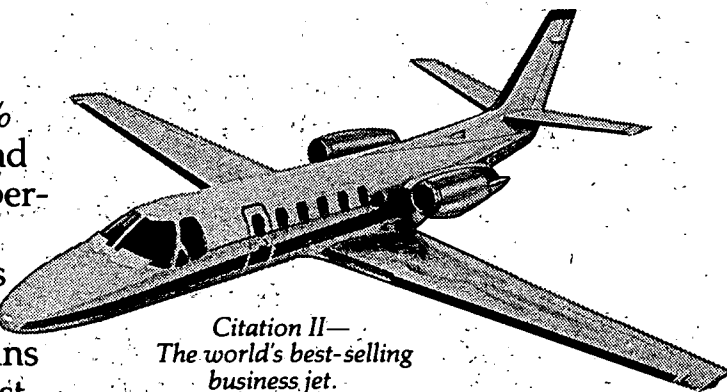
We know a lot of people have been waiting for interest rates to drop to buy their new Cessna.

So we've dropped them all the way down to 5% for the first 12 months of your purchase contract. And for the balance of the agreement, you'll pay a small percentage above prime.

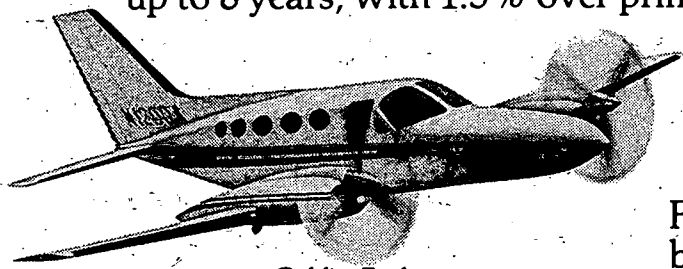
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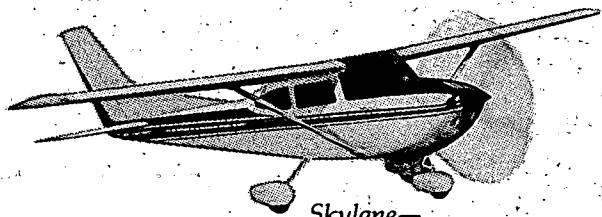
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