“Air Care”: Saving lives above the prairies

BY BURT CALKINS

On November 1st it will be a year since the Air Care helicopter took to the skies in the central Dakotas.

The program has been a resounding success. Dedicated to the critically ill and severely injured, Air Care’s flying intensive care unit carries out its life-saving mission daily throughout an area comprising nearly 70,000 square miles of North and South Dakota plus portions of eastern Montana.

Inherent to all ages from the newborn to the elderly, suffering a wide range of critical medical problems, benefits from Air Care program. The program is designed to not only transport critical patients to the medical center of care needed, but equally important, to bring highly skilled emergency medical expertise to the patient.

Common sense tells us that the sooner one receives definitive medical care in extreme emergencies, the better one’s chances of recovery. Studies are now bearing this out with conclusions such as the fact that helicopter air transport can increase the rate of survival by more than 50% over similarly equipped surface ambulance systems. One study stated that each 30 minute delay of definitive treatment in cases of severe trauma, increases the chance of death three-fold.

Statistics also show that in urban areas only one accident in 70 results in death. For rural areas it is much worse at one death per 20 accidents. Since the Dakotas are among the most rural of all areas with many miles between services, the helicopter ambulance is the ideal answer for bringing quality emergency medical care to everyone on a timely basis.

No vehicle ever conceived by man can respond faster within a 150 mile radius than a modern jet-powered helicopter. Travelling at 150 to 200 mph, helicopters such as Air Care’s Bell “Long Range” can rapidly reduce the time required to transport critical patients in sparsely settled, isolated and sometimes roadless areas.

Under the umbrella of aerial ambulance coverage, people can now be assured that help can reach them in time of need. In fact, the availability of the “Doctor Cop” has been responsible for decisions by some older rural couples to stay on the farm for a few more years. The offspring of rural folks, now living and working in the cities repeatedly comment on how thankful they are for Air Care’s way to get to Mom & Dad on the farm if something happens.

Typical is Redfield, one of Air Care’s helicopter mechanics whose parents live in a small rural N.D. town 150 road miles from the nearest medical center.

Says Russ, “My folks are 3 hours away from Bismarck by road when the weather is good, but only 50 minutes in the Air Care helicopter. My father has already had triple by-pass surgery and you can bet your bottom dollar that if he has any problems the first phone call goes to Air Care!”

A good example of the helicopter’s capability was a transport to Bismarck from Hazen, N.D., normally a 75 to 90 minute trip by surface ambulance. With favorable tailwinds, Air Care made the transport in just 16 minutes, much to the benefit of the heart attack victim on-board.

Another beneficiary was a premature infant being transported from Denver to Minot by auto. At Bowman, N.D. the baby began to suffer severe respiratory distress. The parents stopped at the Bowman Hospital where the Air Care helicopter was called. In little more than an hour the infant was in an icotine on-board an Air Care helicopter, safely enroute to the medical center under the watchful care of highly specialized neonate transport team members. This story goes on and on, repeating itself almost daily...a burn patient from the energy fields, an auto accident victim, a pregnant mother in distress, a patient with a blood clot on the brain or a heart attack victim. Nearly 40% of the Air Care transports are heart related. Some come as far distant as Baker, MT and Redfield, SD. Average transport distance is nearly 200 miles round-trip. In the first year, Air Care made over 20 transports from one S.D. community alone.

“WHO IS AIR CARE”?

Air Care is a division of Executive Air Taxi Corporation of Bismarck which operates helicopter ambulances under joint programs with sponsoring hospitals and also provides long distance fixed-wing ambulance as an independent service.

In the case of the central Dakotas, Air Care equips and operates medical helicopters through a program sponsored jointly by Bismarck Hospital and St. Alexius Medical Center. It is the Air Care Division’s job to provide the aeronautical expertise...continued on page 4
Fargo panel approves design plans for HECTOR Terminal

By Kevin Murphy

The Fargo Municipal Airport Authority approved design plans for a new west side terminal at Hector Airport Monday, three days before groundbreaking ceremonies that will feature Secretary of Transportation Elizabeth Dole.

Two types of terminal designs were submitted to the authority Monday by Foss Associates Architects of Fargo.

The terminal selected will be 60,000 square feet, including a top level of 23,000 square feet, ground floor level of 21,000 square feet, and a basement of 6,000 square feet.

There will be four airplane loading ramps - side by side - off the north end of the departure lounge, which will be on the top level and will measure 10,000 square feet. Also on the top level will be a restaurant and lounge, gift shop and airport management offices.

Baggage and ticket counters, car rental agency and a concourse area will comprise the main level of the terminal.

The alternative plan proposed by Foss would have had the departure lounge as a separate structure connected by corridor to the main terminal building on the second level. There would have been two airplane loading ramps on each side of the departure lounge.

The second alternative would have cost $300,000 to $500,000 more than the design selected by the authority, said Foss architect Bill Cowman. The estimated cost of the terminal building and related facilities is $4.8 million.

The terminal plans approved by the authority have also been endorsed by all three airlines serving Fargo after several meetings with local officials, the authority was informed.

Cowman expects bid let ting and a construction start in about April. He said the building will take 14 to 16 months to complete.

The groundbreaking was moved up to Thursday to coincide with a visit by Dole to North Dakota. The ceremony was held at 4 p.m. just west of the new control tower.

Tasco bought by Skytronics

June 1, 1983 Skytronics Inc. in El Segundo, California, purchased Tasco Aviation Supply Co. of St. Paul, Minnesota.

Skytronics Inc. was formed in 1986 and has served the aviation industry in manufacturing, ignition harness, alternators, and conduits.

Tasco Aviation Supply has served North Dakota and surrounding states since 1969, and according to Skytronics President Mr. Richard Phillips, will continue to add product lines to better serve the aviation industry. In addition to St. Paul, Skytronics Inc. has an aircraft supply company in El Segundo, California and more stores will be opened in the near future in other areas.
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**“Air Care” (continued from page 1)**

Air Care offers long-haul, fixed-wing ambulance service in twin-engine, cabin class ships such as the Beechcraft King Air, left, and Piper Naraqa, right.

while the hospitals provide the medical teams and patient care. **WHAT IS AIR CARE?**

The helicopter wing of Air Care brings together the latest advances in aeronautical and medical technology which have been developing since the Korean War. In recent years, these advances have been brought to the point where civilian helicopter ambulance systems are feasible and some 60 such systems now exist in the United States.

Basically, helicopters are retrofitted as flying intensive care units or emergency rooms and are staffed with medical teams specializing in all phases of emergency medicine. The system is then strictly dedicated to the critically ill and/or severely injured as a supplemental service for extreme cases and is not intended to replace existing ambulance services. As a secondary response vehicle the medical helicopter is brought into service based on needs determined by the outlying emergency response system, whether first response surface ambulance services, medical facilities, law enforcement agencies or the like.

The helicopter is equipped with multiple stretchers and much of the equipment normally found in an emergency room. Air, oxygen and suction is supplied along with heart monitoring/defibrillation units and defibrillators. Beefed-up electrical systems are incorporated to power incubators, heart pumps and other sophisticated medical appliances. I.V. hooks, high intensity lighting, a complex communications system and high capacity heaters are all part of the medical package on-board the helicopter. Appropriate drugs and other equipment is brought aboard as required to safely transport the patient.

The major benefits of transporting critically patients by air are: (1) Modern, jet-powered helicopters can respond quickly to calls for assistance and can reach patients virtually anywhere, including rugged and remote areas in most conditions; (2) Modern helicopters can provide smooth, safe and comfortable transportation for patients whose condition could suffer from a long arduous ride in a ground vehicle; (3) The medical crew aboard the helicopter is comprised of professional hospital personnel with advanced life support skills and equipment, and: (4) The local surface ambulance will be able to remain in its own community or locale to be available for service there when needed.

**HOW DOES AIR CARE WORK?**

The helicopter is based at one of the hospitals in Bismarck on a 24 hour per day, seven day per week status along with highly experienced pilots.

The helicopter will normally respond to normal critical inter-medical facility transfers or for on-site emergencies such as auto accidents. An emergency room dispatch center coordinates the air ambulance response when calls come in, and North Dakota’s state radio system does an excellent job of providing communications network to coordinate the activities of “Air Care”.

...more on page 7

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**Mesaba Airlines to serve 2 ND cities**

By The Associated Press

Mesaba Airlines of Grand Forks, ND, and Big Sky Airlines of Billings, Mont., also submitted proposals.

While the board felt all three carriers were equally capable of providing the air service, Sauer said Friday that Mesaba’s bid was by far the better deal.

He said Mesaba hopes to start the service sometime after Nov. 15.

"Mesaba was the only carrier, which filed a proposal to serve both cities on a linear pattern from Devils Lake, Jamestown to Minneapolis," said Sauer. "And Mesaba's proposal for the two cities was considerably cheaper...it was roughly a half-million dollars less expensive.

The airline will offer two round trips daily from Devils Lake to Jamestown and then to Minneapolis, he said.

Mesaba also plans to make a one-stop round trip between Jamestown and Minneapolis. Sauer said the intermediate stop, will either be at Watertown, SD, or Brainerd, Minn., or Fargo.

He said Mesaba is providing the service for $765,000 the first year and $716,000 the second. The airline is forecasting an increase in traffic the second year, Sauer said, and that should bring the cost of the service down. Big Sky was the incumbent carrier for both Devils Lake and Jamestown.

The city of Jamestown had indicated a desire to continue the service it is currently getting from Big Sky. However, Sauer says, "Mesaba has been fairly successful. They are providing essential air service at about eight other points.

“We understand that they have been fairly well-liked in just about everywhere they’re serving,” he said.

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- Merrill Anderson (left), Chairman & CEO
- James H. Crocker (right), President & COO

Elliott Corporation

Merrill Anderson and Jim Crocker are truly men on-the-go. As principal officers of Conrail Corporation, they fly their pressurized Baron and Bonanza A36TCs a combined 1000 hours this year - visiting Conrail owned Chi-Ch’s Mexican restaurant franchises throughout North America.

Anderson and Crocker rely heavily on Elliott to keep their aircraft in top operating condition "We want to Elliott Beechcraft looking for service. We found an operation that’s totally concerned and committed to safety and reliable quality workmanship," Anderson says, "They roll out the red carpet. They’re prompt and courteous. More importantly, they do the work right. We have complete confidence in Elliott Beechcraft"

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**November 15, 1983**

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$500,000 to ND airports

The North Dakota Aeronautics Commission distributed $500,000 in State Airport Block Grants to seven air carrier airports for airport improvements, according to Harold G. Vavra, Director.

The four large air carrier airports at Bismarck, Fargo, Grand Forks and Minot divided up $425,000 based on airline passenger enplanements. Smaller airports with airline service at Devils Lake, Jamestown and Williston which enplaned less than 20,000 passengers in 1982, received a flat amount of $25,000 each, Vavra said.

The amounts received by each airport are:

<table>
<thead>
<tr>
<th>Airline Airport</th>
<th>Airport Block Grant Amount</th>
<th>1982 Airline Passenger Enplanements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bismarck</td>
<td>$134,600</td>
<td>122,383</td>
</tr>
<tr>
<td>Devils Lake</td>
<td>$25,000</td>
<td>980</td>
</tr>
<tr>
<td>Fargo</td>
<td>$107,464</td>
<td>146,166</td>
</tr>
<tr>
<td>Grand Forks</td>
<td>$72,293</td>
<td>66,638</td>
</tr>
<tr>
<td>Jamestown</td>
<td>$25,000</td>
<td>3,380</td>
</tr>
<tr>
<td>Minot</td>
<td>$59,637</td>
<td>54,222</td>
</tr>
<tr>
<td>Williston</td>
<td>$25,000</td>
<td>12,266</td>
</tr>
<tr>
<td>Totals</td>
<td>$500,000</td>
<td>403,015</td>
</tr>
</tbody>
</table>

In October, 1984, an equal amount of $500,000 will be distributed by the Aeronautics Commission to airline airports, based on comparative passenger enplanements at all airports enplaning 20,000 or more passengers annually and a flat amount of $25,000 to each airline airport enplaning less than 20,000 passengers annually, Vavra said.

The North Dakota Legislature established the airline airport block grant program in 1979, when it enacted a declaration of policy which said that the existing methods of financing airports are inadequate to meet the growing airport needs and that the property tax on real estate located within the boundaries of municipalities operating airline airports is frequently an inequitable method, inasmuch as many persons served by airports do not live within the city boundaries. The Legislature further declared that it is the intent of the legislative assembly to provide a better method of serving all of the people of North Dakota, and to provide an equitable method of sharing the financial burden of modern airline service without neglecting the needs of the general aviation airports.

New paper for ND pilots

As many of you already know, the old paper for the ND pilots, the Relative Wind, has quit publication as of July, 1983. As of that date the ND Aviation Council has been looking for another publisher to print the paper for the ND pilots. I was asked by two of the members if I would consider handling the publishing of the paper, and after quite a bit of research, I felt that there was a definite indication that a newspaper dedicated exclusively to the needs of ND. Therefore I decided to take on the challenge of supplying news and general information to the pilots of ND.

I took on the responsibility with the intent, that anybody or organization involved in aviation in the State of North Dakota will receive a copy of the newspaper. This will include all airmen, student pilots, all the way through to ATP's, plus fixed base operators, ag pilots, flying farmers, etc. I also felt that the paper should be self-supporting, in other words, all costs of operation should be covered by advertising. With this in mind, the idea is that nobody will be paying a subscription fee for this paper.

Our format that will be followed, will be very similar to the old newspaper with the exception, as you can see by the heading, we've got a new name and a new publisher. You will also note that we are going to operate a classified section for any individual who is interested in advertising anything that he or she might have for sale.

As in the past, we will be supplying you with information in regards to the happenings of aviation in North Dakota, in regards to that which is controlled by the ND Aeronautics Commission. Also we will be bringing you updated information on Federal Aviation rules, proposed rule changes, regulations, etc., that you have. Along with this over all general or what would be considered a broad scope of information, we will be including special features or special interest articles in regards to what is going on throughout the State with individuals or groups of people involved in aviation. There will be an editorial column that will appear from time to time. We also request or encourage anybody who would like to voice their opinion as to what's going on in aviation, to please do so, through what we are going to call a Vox Box. This is going to be something that anybody can respond to, and have their letter published. Of course there will be certain restrictions as to liability and use of language that might cause it to be edited.

We also encourage anybody that would like to write an article for the paper, as to what's happening in their area, to please do so. We would be very happy to publish any information that would be of general use of interest to the aviation public.

Again I say, that with the addition of a new paper for the State of ND and its pilots, and general aviation people. With a new format, and with the encouragement that we have received so far, we look forward to a very long and successful career for the N.D. Bason.

A memo to pilots...

Some of you pilots receiving this edition of aviation news may not be aware of the State Regulation that your Federal Airman Certificate has to be registered with the State of North Dakota Aeronautics Commission.

Chapter 25-10 of the North Dakota Administrative Code says...

The registration fees are $8.00 for four years for a private, commercial or mechanic. The fee for student pilots is $3.00 for a two year period.

The application forms can be picked up at any fixed base operation or call the Aeronautics Commission at 224-2748.

A state current registration will keep you on the mailing list of this aviation news.

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An invitation to fly

The North Dakota Pilots Association is sponsoring, "An Invitation to Fly", a private pilot ground school, to be aired on Prairie Public Television. The course consists of 30 half-hour programs to be broadcast beginning January 28th and continuing for 15 weeks on Saturday afternoons each week. Individuals watching the program and completing the required course material will be eligible to take the FAA (Federal Aviation Administration) private pilot written exam. Books can be ordered through several university bookstores around the state. The course may also be taken for college credit by contacting the office headquarters at N.D. toll free number 1-800-342-6230. This course is now being run on Prairie Public T.V. Saturday from 5:00 - 6:00 p.m. with over 400 student pilots participating along with many certified pilots watching for review.

For further information regarding the ground school, its course content and materials, please contact the President of the North Dakota Pilots Association, Don Tubue, Route 2 - Box 748; Grand Forks, ND 58201.

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We wish to congratulate Douglas Keen and his new venture to provide the aviation community of North Dakota with a news magazine. We look forward to supporting Doug and the paper and wish him the best of luck and a very good future.

Larry Buller, President, Way Point Avionics

Bismarck Municipal Airport • Bismarck, ND 58501

November 15, 1983
“Air Care” (continued from page 4)

When such a call does come in a determination is made as to patient condition and need. If the transport is a "go" the pilot immediately readies the helicopter for flight, while at the same time the medical team is being assembled and gathering the specialized drugs and equipment from the ready room. The transports are customized to patient need. If it is a heart patient, teams specializing in heart cases will go. Teams usually consist of emergency room nurses and physicians but sometimes a neonatologist or heart surgeon may even be on-board.

Ideally, the flight is launched within 10 minutes and can reach towns such as Linton in 20 minutes, Harvey in 40 and Belfield in just under one hour. The helicopters have a 350 mile range without refueling. It is important to note that once the Air Care team reaches the patient, definitive care begins and the patient is for all practical purposes, already in the emergency room. The only difference is that the first portion of critical care takes place in flight. The patients are stabilized as much as possible before transport and for example, in one case the physician on-board installed a pacemaker in the patient before the return flight. To date, no patients have been lost aboard an Air Care helicopter.

This high level of medical attention and performance is best illustrated by the fact that Air Care, through a joint program with both sponsoring hospitals, is now flying the first civilian helicopter to transport the first intra-aortic balloon pump in the nation. This highly sophisticated machine actually assists the beating of the heart through a pneumatically inflated balloon internally placed next to the heart itself. Air Care is very proud to be on the leading edge of medical developments such as this which demonstrates state-of-the-art medical technology at work for citizens of the upper Great Plains.

And so it goes...month in and month out. The Air Care system responding, day or night, snow or rain, 365 days per year with a reliability factor of 95%.

"WHAT IS NEXT?"

Although the Air Care system is saving many lives, more needs to be done to utilize the service more fully. While program sponsors, administrators and managers are gratified with the success of the Air Care program, it is becoming apparent after a year of operation that the system is not reaching all of the patients who could benefit. According to Dennis Rohlf, president of Executive Air Taxi Corporation, there are some locales which are not using the system and the helicopter has not been summoned to as many on-site accidents as anticipated.

Says Rohlf, "Some people seem reluctant to call for the helicopter for various reasons. Many are just unfamiliar with the system, and some may be concerned with cost."

"Whatever the reasons," he continues, "we are trying to do more to encourage folks to use this life-saving service. We know we are saving precious lives and could save many more." According to Rohlf, people should not be afraid to call. The costs are not much more then comparable commercial surface ambulance rates and most third party payers have agreed to cover the costs. The only qualification is that the transport be of a critical nature and this, of course, is precisely what the system is designed for. No one involved wants to see it fly unnecessarily when the patient could be safely transported by other means.

Says Terry Brossseau, President of Bismarck Hospital, "Since time usually is essential when critical injuries are involved, we encourage people to call Air Care and take advantage of one of its greatest benefits-speed. When a life is involved the wise decision would be to use the system that will give the patient the best chances for survival and recovery."

Richard Tschider, Administrator and Chief Executive Officer of St. Alexius Medical Center states, "For nearly a hundred years now, our commitment, that above all care must be taken of the sick,' has been at the heart of our health care mission. The helicopter has been put in place to assist in this mission and we urge people to use it first if it appears to be a life-threatening situation, and worry later about whether or not they should have called."

So far, according to program sponsors, the system has had very few problems with unnecessary requests and stands ready and capable to meet increasing needs. Folks need only to call Air Care and can do so by dialing the Hotline number (701) 224-6150; either medical facility: St. Alexius Medical Center at (701) 224-7760 or Bismarck Hospital at (701) 224-6150. The North Dakota Emergency Assistance number 1-800-472-5101 may also be called, as well as any ambulance service, law enforcement agency or other emergency response system.

"THE BOTTOM LINE"

The following little story has been making the rounds in Air Care circles for nearly a year now but bears repeating since it illustrates perfectly why the Air Care program has been so successful, popular and just plain "right."

In late 1982, a small boy broke from the crowd in a rural N.D. community watching a patient being loaded aboard an Air Care helicopter to ask the pilot if he, "had a boy?" When the pilot replied that he did, the young lad removed a Mickey Mouse ring from his finger saying, "I want you to give him this."

When the pilot said he couldn't take the little boy's ring, the boy insisted, saying "No, you take, 'cause when you were here last time you took my grandpa away in your helicopter and he got well and now he can come home for Christmas!!"
Aviation news briefs

GENERAL AVIATION RESERVATIONS: (CAR) are over by the year and except at four capacity-controlled airports. FBO's may have lost customers tired of the trouble and time lost.

AILINE DEREGULATION: Congress dropped the idea of a Presidential Commission on air carriers. Airline abandonment of low traffic points in the 'U.S. will be less since prospects for an upturn in enplanements is foreseen as the economy prospers.

BIRDS: Watch for them, a lot of them are around these days and they fly at all altitudes. 68% of all strikes occur at altitudes less than 4000 feet. The airport operator is primarily responsible for providing a safe environment for the operator of aircraft at his airport.

IFR CHANGE PROPOSED: FAA has submitted for comment a proposed change to reduce flight time required for instrument rating certificates. Under this proposal, an applicant with a private pilot certificate would need only 100 total hours (now 200) and 75 hours of PIC time, of which 50 would be cross country in a powered aircraft (now 100 and 50).

AIRCRAFT SAFETY SEATS: The Secretary of Transportation, Elizabeth Dole, recently moved to ensure that parents of small children will be able to use the same child safety seat while traveling both in their motor vehicle and in aircraft. Existing regulations do not allow use of infant seats on airplanes without special FAA certification. She will work on having one common standard for auto and aircraft with manufacturers providing labels to explain the seats capability before purchasing.

GA ACCIDENTS: General Aviation accidents through July totaled 1889 and fatal accidents 314, a drop of less than 10% from 1982. Flying declined over much so safety did not improve much, if any. Fatalities down 24% but perhaps not as depressingly as the drop in the dangerous sort.

AOPA FLYING CLUB PROGRAM: The Aircraft owners and Pilots Association Program started last summer to promote and support flying clubs. The program called "Aero Squadron" helps pilots establish and operate flying clubs by providing them with financial aid and advice. The program provides member clubs with brochures, logos, patches and other promotional materials to boost the clubs public visibility and recruitment. The AOPA program (developed after 1½ years of planning) was created after research showed that the 3000 flying clubs nationwide flourish due to financial or operational difficulty.

Little known FAR's

Part of the following rule applies to pilots who are flying for pleasure to show a friend what a good pilot he or she is, but does he or she know about this rule.

FAR 91.15 Parachutes and Parachuting

(c) Unless each occupant of the aircraft is wearing an approved parachute, no pilot of a civil aircraft, carrying any person (other than a crewmember) may execute any intentional maneuver that exceeds

1. A bank of 60° relative to the horizon; or

2. A nose-up or nose-down attitude of 30° relative to the horizon;

(d) Paragraph (c) of this section does not apply to

1. Flight test for pilot certification or rating; or

2. Spins and other flight maneuvers required by the regulations for any certificate or rating when given by

(a) A certified flight instructor; or

(b) An airline transport pilot instructing in accordance with Parts 61.183 or 61.169 of this chapter.

Wanted Ads

CLASSIFIED RATES: 50¢ per word, $10 minimum Send all ads for classified to ND Beacon, 41 Shriners Street, Bismarck, North Dakota 58501 Check or money order must accompany ad

1961 PIPER TWIN AZTEC: PA-23-250-A, 2047 TT; TITL 1292, both engines SFRM, MK 12A, MK 12B w/LS. 150+ FL, R/8 X-ponder, K/40-A DFR, Par Autocontrol, 3 light marker beacon, NDH, Annual Aug, 83 Dll 324-6288

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Real pilots...

- Never read the pilot's operating handbook.
- Never preflight their aircraft.
- Don't bother with weight and balance.
- Don't check the weather.
- Don't fill flight plans: "We'll do it in the air."
- Never wear instrument hood: "It spoils my scoan."
- Never go around.
- Never go around thunderstorms.
- Never go around anything.
- Ignore overshocks, overtemps and overboots.
- Don't memorize emergency procedures.
- Don't bother to carry current charts.
- Never wear seat belts or shoulder harnesses.
- Don't carry a usable flashlight at night.
- Don't believe in TCA's and all that ATC folderol.
- Don't bother to look at the missed approach procedure.
- Don't bother to look out for other traffic: "We're in radar contact aren't we?"

Famous Last Words by Real Pilots

"It's probably just the gauge."
"Just throw it in the back."

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