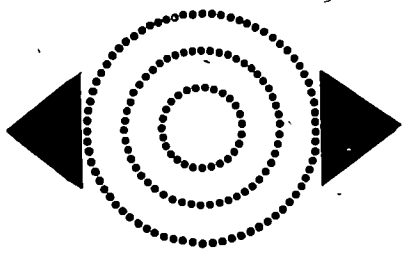


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Volume 1 Number 1

November 15, 1983

"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.

Citizens of all ages from the newborn to the elderly, suffering a wide range of critical medical problems have benefitted from the Air Care program. The program is designed to not only safely transport critical patients to the medical center level 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 in receiving 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

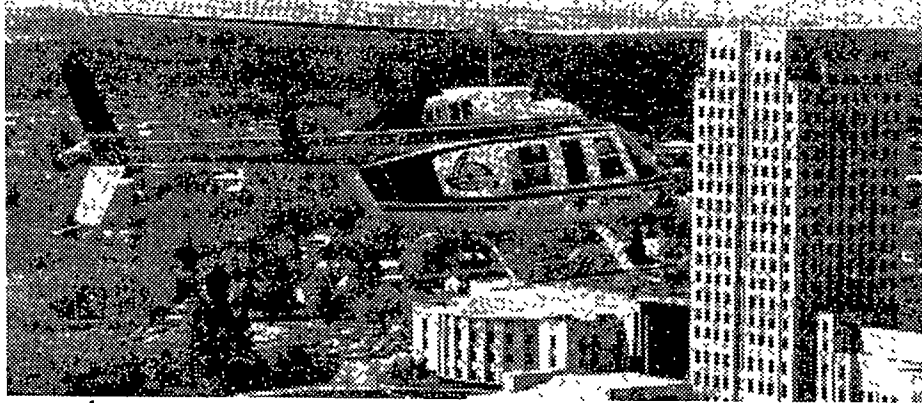
accidents. Since the Dakotas are among the most rural of all areas with many miles between services, the helicopter ambulance is the ideal answer for bringing quality emergency medical care to everyone on a timely basis.

No vehicle ever conceived by man can respond faster within a 150 mile radius than a modern jet-powered helicopter. Travelling as the crow flies at speeds in the 130 to 160 mph range, helicopters such as Air Care's Bell "Long Rangers" can rapidly reduce the time required to transport critical patients in sparsely settled, inclement 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 Copter" 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 as a way to get to Mom & Dad on the farm if something happens.

Typical is Russ Braddock, 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



Since late 1982, the Air care program in the central Dakotas has been successfully saving the lives of critical patients over a 70,000 square mile area.

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 favoring 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 isolette 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 from 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. Alexis Medical Center. It is the Air Care Division's job to provide the aeronautical expertise

...continued on page 4

Western opening new travel opportunities for Bismarck travelers

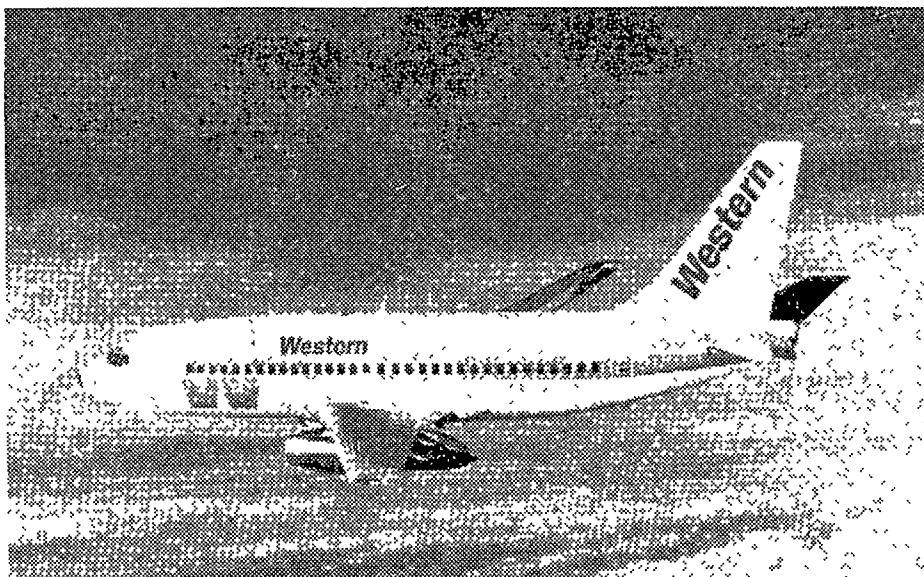
Western Airlines will open a new world of air travel when it inaugurates its first North Dakota flights on November 15.

Starting with two daily flights from Bismarck to its Salt Lake City connecting center, Western will provide convenient connections to nearly three dozen cities throughout the West and Southwest. Included in Western's offering of destinations will be Portland, Seattle/Tacoma, Phoenix, Tucson, Albuquerque, El Paso, Las Vegas, Reno, and the California cities of Los Angeles, San Francisco, San Jose, Oakland, Sacramento, Fresno, San Diego, Ontario and Orange County as

well as Honolulu and Anchorage.

Western is introducing its services with a special introductory "Country Fare" making it possible to travel to any one of the airports Western serves in the continuous 48 States for just \$728 roundtrip. The "Country Fare" will be available for travel commencing by November 15 and all travel at the rate must be completed by December 14. Travel during the Thanksgiving holiday dates of November 23 or November 27 and 28 will not be allowed at the "Country Fare" rate.

Western's North Dakota flights will be operated with Boeing 737 twinjet aircraft.



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 10,800 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-letting 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.

Aeronautics Commission approves secondary airport grants

The North Dakota Aeronautics Commission approved state airport grants for 15 general aviation airport improvement projects totaling \$97,134 for paying fifty percent of the cost, according to Harold G. Vavra, Director. These are:

Ashley	Runway pavement.....	\$11,834
Beulah	Beacon and runway numerals.....	\$1,500
Casselton	Airport grading.....	\$10,680
Crosby	Crack filling of paved runway.....	\$381
Edgeley	Crack filling of paved runway.....	\$1,235
Glen Ullin	Runway lights.....	\$3,886
Harvey	Overlay pavement on runway.....	\$25,000
Lidgerwood	Grading of new airport.....	\$4,698
Maddock	Soil testing and engineering study.....	\$999
Northwood	Runway seal coat.....	\$4,635
Park River	Pavement crack filling and patching.....	\$2,718
Pembina	Pavement crack filling.....	\$1,225
Reeder	Runway lights.....	\$1,338
Tioga	Airport drainage and crack sealing.....	\$11,750
Wahpeton	Pave aircraft parking expansion.....	\$15,255

Total - \$97,134

The source of state funds is a 4 percent excise tax on the sales price of aviation motor fuels.

ND BEACON (USPS 333)

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Douglas K. Keen, Publisher/Editor, (701) 258-5556. Published monthly by Keen & Associates, 411 Shirley Street, Bismarck, North Dakota 58501. THIRD CLASS POSTAGE PAID at Bismarck, ND. Send address changes to 411 Shirley Street, Bismarck, ND 58501. Closing date for advertising and articles last day of each month for next issue. ADVERTISING RATES: Classified rates printed in the classified column, display rates on request. Reproduction by any means, of contents, is prohibited unless otherwise authorized by editor, and request should be made in writing. We are not responsible for return of photos or manuscripts, nor the late delivery of issues due to causes beyond our control. We are not responsible for errors in advertising approved by the customer. A ten percent credit will be issued for errors made by the Beacon staff in advertising. This magazine is sanctioned by the ND Aviation Council. Published for the ND aviation community and carries the official news of the ND Aeronautics Commission.

Tasco bought by Skytronics

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

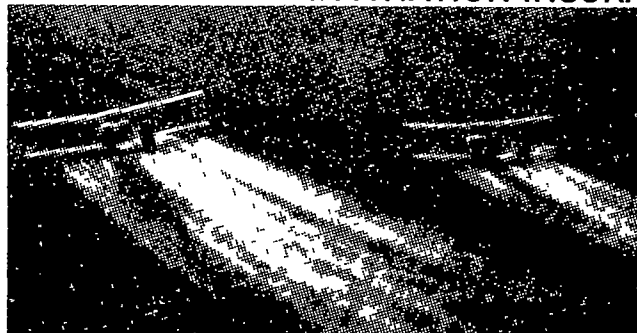
Skytronics Inc. was formed in 1956 and has served the aviation industry in manufacturing, ignition harness, alternators, and conduits.

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 Sugundo, California and more stores will be opened in the near future in other areas.

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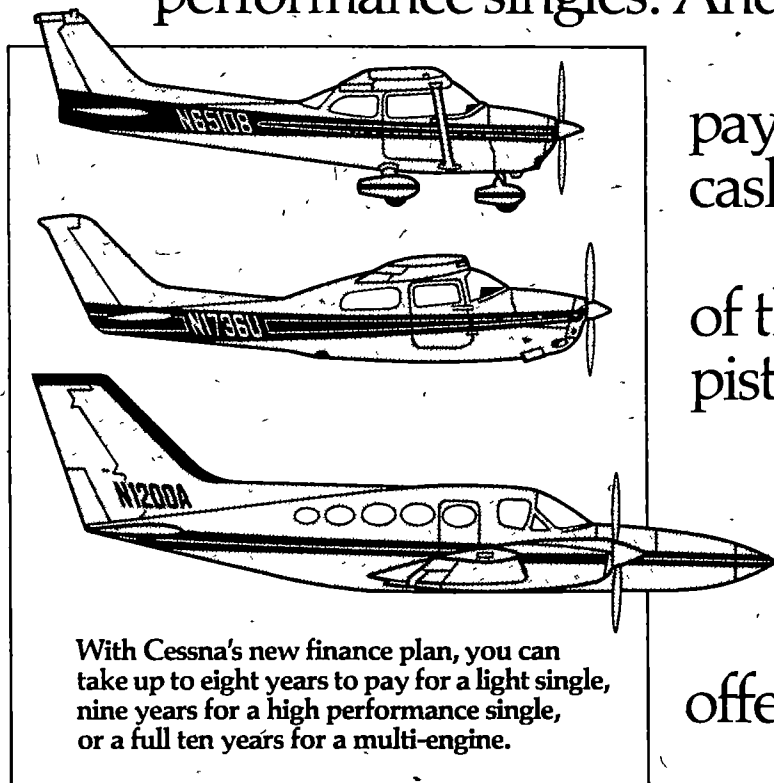
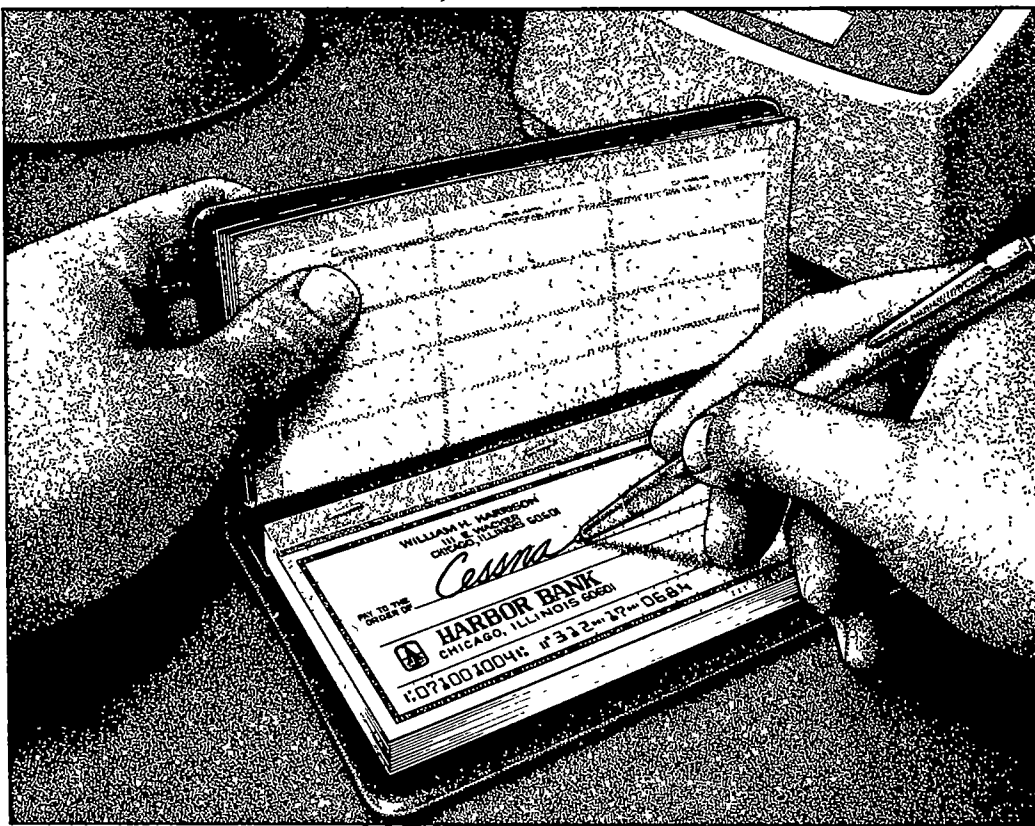
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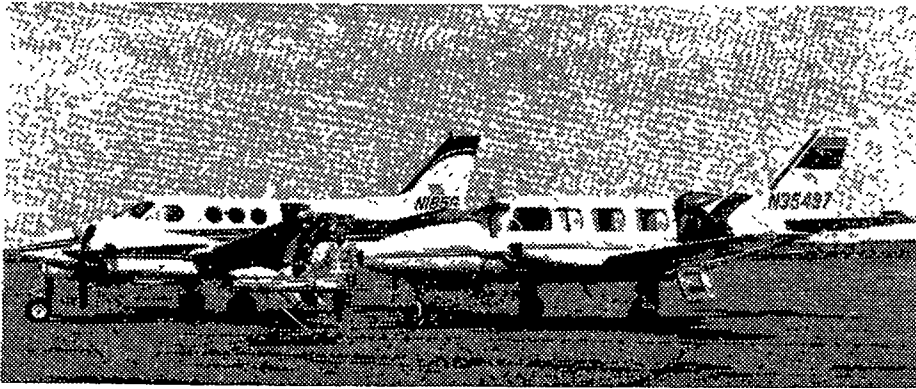


With Cessna's new finance plan, you can take up to eight years to pay for a light single, nine years for a high performance single, or a full ten years for a multi-engine.



Cessna

"Air Care" (continued from page 1)



Air Care offers long-haul, fixed-wing ambulance service in twin-engined, cabin class ships such as the Beechcraft King Air, left, and Piper Navajo, 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/telemetry 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 critical 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 normally 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 a communications network to coordinate the activities of "Air Care unit 6999."

...more on page 7

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Mesaba Airlines to serve 2 ND cities

By The Associated Press

Mesaba Airlines of Grand Rapids, Minn., has been awarded the bid for essential air service to Devils Lake and Jamestown, ND, by the Civil Aeronautics Board in Washington, said Don Sauer, assistant chief of CAB's essential air service division.

Northern Airways 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,

Brainerd, Minn, or Fargo.

He said Mesaba is providing the service for \$783,000 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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\$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:

Airline Airport	Airport Block Grant Amount	1982 Airline Passenger Enplanements
Bismarck	\$134,806	122,383
Devils Lake	\$25,000	960
Fargo	\$157,464	143,166
Grand Forks	\$73,293	66,638
Jamestown	\$25,000	3,380
Minot	\$59,637	54,222
Williston	\$25,000	12,266
Totals	\$500,000	403,015

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 airline 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 lengthy research, I felt that there was a definite indication that a newspaper is needed for the pilots 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, what have you. Along with this over all general or what would be considered a broad scope of information, we will also be handling 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. Beacon.

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 2-05-10 of the North Dakota Century Code covers the state law. 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.

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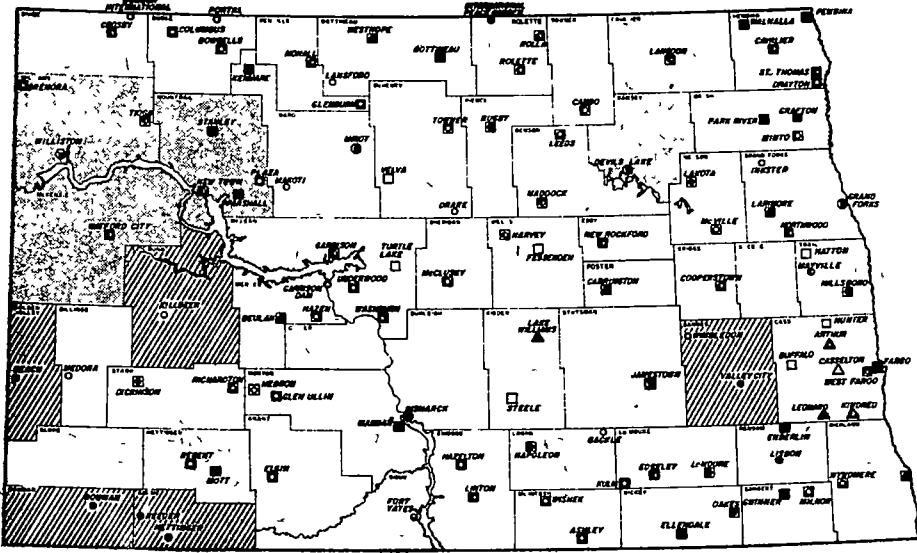
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Around the state...



- KILLDEER** The Dunn County Airport Authority is currently completing the paving of a 4200' x 50' asphalt runway, taxiway and apron. Bids were taken in late summer in conjunction with highway work nearby for a reduced construction cost.
- HARVEY** has completed an overlay of their 3000' x 50' runway. The airport activity is increasing due to the Lonetree Reservoir project. The Airport Authority is actively planning future new hangar areas, apron expansion, turf runway lengthening and runway painting projects.
- GARRISON** has reviewed a hangar location plan for consideration in a 20-year time frame. It is essential that Airport Authorities do early planning on hangar development around the apron. The goal is to prevent being boxed in on the apron and limiting future development for a fixed base operation. Contact the N.D. Aeronautics Commission for information on developing a plan for your airport.
- GRAFTON** has completed a rubberized crack filling project with the City crew doing the work. The Airport Authority is working out runway lighting circuit problems and NDB operational consistency used as a VFR homer beacon.
- TIOGA** is actively working on airport projects. A turf taxiway is being constructed to connect the asphalt and turf runways. Daylight metal boundary markers were placed on the crosswind turf runway which is not opened yet, due to insufficient grass growth.
- STANLEY** has extended the asphalt runway 200' to the NW and added a 100' overrun area at the SE end in conjunction with the overlay project. A new hangar is presently under construction. The Airport Authority is planning a 12' x 16' small general aviation terminal with accommodations for transient pilots and local training activity.
- RUGBY** is currently reviewing the FAA Airport Improvement Program (AIP) potential for funding airport projects. Future work includes an asphaltic overlay, drainage work, medium intensity runway lights, clear zone acquisition and engineering selection.
- BEULAH** has applied a fog coat to the asphalt runway surface to prevent the drying oxidation results of the weather and sun. Activity is still high for the energy impacted airport. Repainting the runway numerals and centerline is planned for this fall.

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 1-800-342-8230.

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 Dubuque, Route 2 - Box 74B, Grand Forks, ND 58201.

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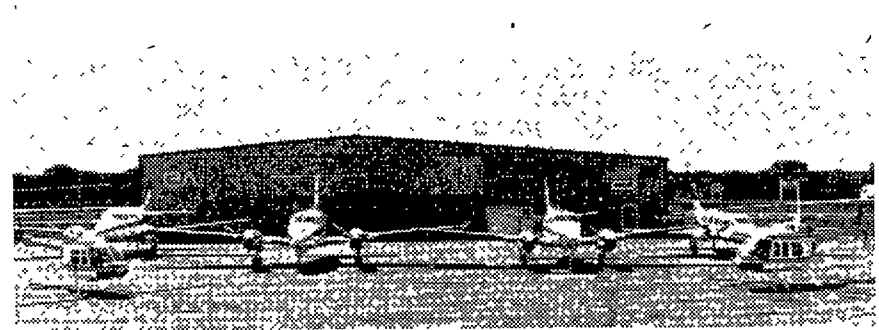
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- 1972 CESSNA 172 ^{SOLD} 11 TT, Single NAV-COM, X-PONDER, ADF, Ext Rng Tanks, Strobes, Immaculate
- 1979 CESSNA 182R ^{SOLD} 213 TT, Dual NAV-COM, ADF, X-PONDER, EGT, Alt, Stereo, Intercom, RNAV, 300A A/P

- 1981 CESSNA 172 950 TT, Single NAV-COM, Cessna Financing Available
- 1980 CESSNA CUTLASS RG II 60 TT, w/Cessna, NAV-PAC, 300A A/P, Call for special year-end price
- 1967 CESSNA 150 3100 TT 800 SMOH, NAV-COM, EGT, Auto-gas STC

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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

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"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 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/or 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 stabiliz-



The Air Care system is medically advanced beyond most others. These companion photos depict the adaption and actual use of the first helicopter borne intra-aortic balloon pump in the nation.

ed 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 borne 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 than comparable commercial surface ambulance rates and most third party payers are covering the costs. The only qualification is that the transport be of a critical



The Air Care Bell "Long Ranger" jet-powered helicopter has two patient capability. Here it is bringing in the victims of a severe auto accident.

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 Brosseau, 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) 255-0600; either medical facility: St. Alexius Medical Center at (701) 224-7760 or Bismarck Hospital at (701) 224-6150. The North Dakota Emergency Assistance number 1-800-472-2121 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!!"

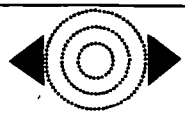
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1961 PIPER TWIN AZTEC: PA-23-250-0-540-AID5, 2947 TT, TTLE 1754, TTRE 1222, both engines SFRM, MK 12A, MK 12B w/GS, KT 76A X-Ponder, KR-85 ADF, Pier Autocontrol, 3 light marker beacon, NDH, Annual-Aug, 83 Call 224-6388

1976 CESSNA 172: 1265 TT, Dual Nav-Com, ADF, X-Ponder, GS; Marker lights, Audio Switch Panel, Post Lights, Cream Puff Call 222-3572

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Aviation news briefs

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

AIRLINE DEREGULATION: Congress dropped the idea of a Presidential Commission on air fare regulation. 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, BIRDS - Watch for them, a lot of them are southbound these days and they fly at all altitudes. 69% 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 auto-type 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 about as much so safety did not improve much, if any. Fatalities down 24% but perhaps less flying of the dangerous sorts.

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 management 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 flounder due to financial or operational difficulty.

Little known FAR's

Part of the following rule applies to pilots that are flying for pleasure or 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 -

(I) A certified flight instructor; or

(II) An airline transport pilot instructing in accordance with Parts 61.163 or 61.169 of this chapter.

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- 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 file flight plans: "We'll do it in the air."
- Never wear instrument hoods: "It spoils my scan."
- Never go around.
- Never go around thunderstorms.
- Never go around anything.
- Ignore overspeeds, overtemps and overboosts.
- 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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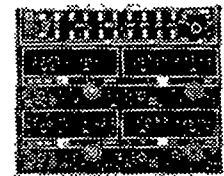
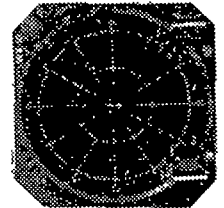
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