

# Business Booming At Airport Here

By LLOYD TINNES

Norman Midboe wants only the best in coordination of the many operations on Grand Forks International Airport and he believes monthly or bi-monthly conferences with operating heads of the various facilities may be the answer.

Midboe is manager of the big flight base five miles west of the city where continually increasing traffic of large and small planes moves to and from the long concrete landing strips at all hours of the day and night.

## Many Services Given

Services at the busy airport include flight information for pilots, gasoline and oil for planes, plane servicing, charter flights and flight instruction and customs inspection.

Agents of two commercial airlines sell tickets and handle air baggage and there's a restaurant also in the administration building.

A total of 70 persons are employed at the airport and because of their sometimes dovetailing needs, Midboe is attempting to set up monthly meetings of the dinner meeting type and possibly other meetings between the monthly sessions as may be required.

## To Discuss Problems

At the meetings, the chiefs of the various operations would discuss with Midboe and with each other their problems, how to solve them, and how best to coordinate the functions so the whole operation may be as smooth as possible.

Midboe said he always has dealt with the various operators individually but the airport is growing and he feels he can do a better job by getting together with all the operators at once.

He seeks to coordinate future efforts with regard to safety, communications, promotion of aviation and any other practices which can make an airport a better place from which to fly and operate facilities.

The proposed meetings would set up rules for taxiing of planes on the airport and flight around the airport area with a view to getting fliers in the same pattern of operation.

Federal aid already is on the way for taxiway construction and by next spring Midboe expects the government to be installing an instrument landing system at its own expense.

The airport also has qualified in volume of traffic for a control tower on the airport with a minimum volume of 24,000 itinerant movements of visiting planes a year including commercial airlines traffic. The airport must wait for a tower, however, until federal funds become available which is anticipated later.

## 32 Airlines Flights

Meanwhile, the airport count for commercial airlines planes in and out is 14 planes a day for Northwest Airlines and 18 for North Central Airlines.

There are more itinerant planes than commercial airlines planes using the airport if one counts all the private, corporate, and business type planes coming and going here. Some of the corporate planes carrying business executives are of the jet type.



OFFICES OF THE TWO commercial airlines in the administration building at Grand Forks International Airport are busy places, especially in the half hour or so before plane arrival times. Here Bill Darnier, left, Fargo, a University of North Dakota student, buys a ticket from Dan L. Finley, an airlines transportation agent. (Herald Photos)

About 65 private planes locally owned, are parked at the airport, which is slightly more than a year ago. Most of the planes are housed in hangars but about 15 are parked outside.

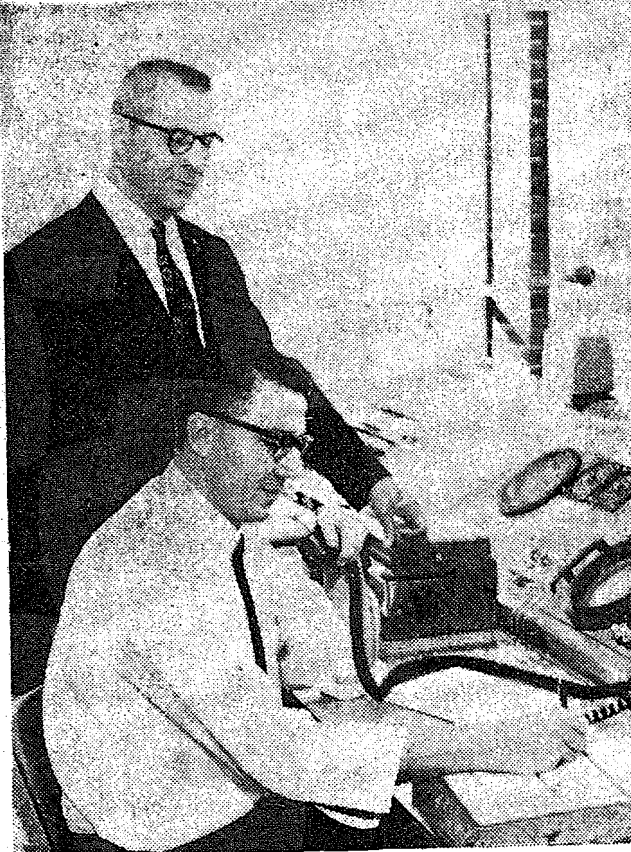
## U Plane Donated

The University of North Dakota aviation department has a DC-3 which was donated to UND for its use in transporting officials, athletic teams and others. This plane will be stored in the large hangar when it is not in use on trips.

Midboe's assistant manager is Thomas Breton and heads of other operations on the airport include Doyle Kargel of Grand Forks Airmotive, charter, flight instruction and crop sprayers; Jim Montgomery, also charter, instruction, crop spraying and aircraft maintenance work.

Howard Peterson, Northwest Airlines manager; James Butala, North Central manager; G. W. Campbell, station chief at the flight service station of the Federal Aviation Agency; Paul Bossoletti, FAA chief of technicians; Donald Porter, customs inspector; Wayne Peterson, air traffic management representative for the FAA at the Grand Forks Air Force Base; John Odegard, director of aviation for the University; Elton Lee Barnum, chief flight instructor for the UND aviation department, and Harry Fenske, for the Nodak Flying Club of Grand Forks AFB.

The air base cooperates with the airport by control of all traffic under instrument flight rules in the area and the airlines planes are under Grand Forks AFB control at all times.



SECOND SECTION

TUES., NOV. 26, 1968

RURAL DELIVERY  
NOVEMBER 27, 1968

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## Better Regulation Of Aircraft Seen As Need At Airport Here

Heads of the various base operations at Grand Forks International Airport discussed the problem of securing better regulation of local aircraft at an all-airport luncheon meeting at the Westward Ho Motel Monday.

Topics included a plan control program, coordination between flight school operators and better contact between planes in flight and the flight service station of the Federal Aviation Agency on the airport.

The program was emceed by Wayne Peterson, FAA traffic management specialist, and was arranged by Norman Midboe, airport manager.

Those in attendance included John Odegard, director of aviation for the University of North Dakota; Elton Barnum, chief pilot for the University aviation department; G. Wesley Campbell, station chief at flight service station; Paul Bossoletti, chief of flight service technician staff; James Montgomery, a base operator; James Butala, station manager for North Central Airlines; Howard Peterson, Northwest Airlines manager.

Donald Porter, customs inspector; Thomas Breton, assistant airport manager and Harold Nordstrom, assistant to Campbell.

The meeting discussions indicated the need of better regulation of local air traffic, citing instances when aircraft were in near misses with other planes in the process of landing.

## Some Get Too Close

It was noted that planes sometimes get too close together in flight without seeing each other and the problem has become more acute with increased student flight training at the airport.

A system of better coordination between flight school operators and flying clubs will be discussed at a later meeting. In this connection, it was indicated that all plane operators should follow the same pattern to prevent accidents.

Communication often poses a problem as when a plane is unable to make contact with the flight service station because radio frequencies are tied up with an overabundance of radio calls from planes.

## City Applies For Airport Aid Funds

Grand Forks is one of eight North Dakota cities which have applied for federal aid for 50 per cent of airport construction costs totaling \$1,068,000 for the 1969 construction year.

Total cost of the proposed improvements is \$2,120,000, according to the announcement by Harold G. Vavra, director of the State Aeronautics Commission.

## City Request \$382,500

Grand Forks' request is for \$382,500 for construction of a parallel taxiway and cross connections to the main north-south runway at the local International Airport.

Other cities and their requests: Bismarck—\$196,300, runway overlay, marking and land; Fargo — \$300,000, land acquisition; Minot — \$78,500, overlay and mark east-west runway; Bowman — \$12,883, land and clear zone acquisition; Parshall — \$34,750., pave runway, taxiway and apron; Valley City—\$9,216., pave taxiway and apron; West Fargo — \$53,932., build new airport.

## Warn On Funding

Vavra said that the State of North Dakota has been allocated only \$226,000. in federal-aid airport funds for 1969, which combined with a carry forward balance in 1968, will amount to a total of about \$300,000, for funding over one million dollars in federal-aid airport requests.

The last session of Congress reduced the U.S. general fund appropriation by 50 per cent, compared to 1968, with the warning that future funding for this purpose will have to come from airline and general aviation user taxes, the director said.

The director said that the Federal Aviation Administration has indicated that allocation of federal airport funds in 1969 will be on a priority basis, with only those airports with the highest priority likely to get any federal assistance for their projects.

## Radio Problem Cited

There sometimes are so many aircraft in the air it is hard to get calls through to the FAA to advise the station where the incoming plane is located or to get needed information from the station.

It was recommended that as many pilots as possible should file their flight plans personally at the station or by telephone to leave communication open for pilots in the air.

The group was advised by Midboe of the present status of the parallel taxiway project, an estimated \$765,000 paving job which will be financed 50-50 by the government and the city. He said completion of the project will greatly facilitate handling of planes on the ground.



# Instrument Landing System To Be Installed At Airport

A new instrument landing system and approach lighting system has been scheduled for installation at Grand Forks International Airport starting early in 1970, according to word received by Norman S. Midboe, airport manager.

The project will be installed by the Federal Aviation Administration with all costs of installation and maintenance of the two systems to be borne by the FAA.

The project assignment calls for an instrument landing system (ILS) and a medium intensity approach lighting system with runway alignment indicator main runway of the airport.

Tentative delivery date for the ILS equipment is December, 1969, and the lighting equipment will be available from the

manufacturer in late 1969, according to the information from Robert O. Ziegler, FAA area office manager, Minneapolis.

Grading will be provided by the city and is eligible for 50 per cent federal participation.

It also will be the city's responsibility to provide a land tract 400 feet wide by 3,000 feet long at the outer end of the runway but practically all of this land already is available to the city, Midboe said. This area would contain the approach lighting system. Any cost would be participated in 75 per cent by the government.

The FAA expects to start engineering on the project in August of 1969 and to begin construction in April, 1970, providing all right of way is available and necessary grading has been completed by the city.

Midboe said the new instrumentation and lighting will permit an exacting approach and increased assurance of a smooth touchdown by planes.

He said the instrumentation will permit planes to land under adverse weather conditions and there should be fewer flight cancellations due to bad weather.

With the new system, planes can land with a lower minimum visibility because of the additional guidance provided by the instrument complex.

The airport also has qualified in volume of traffic for a control tower on the airport with a minimum volume of 24,000 itinerant movements of planes per year including airlines traffic.

Federal funds for the tower are not presently available but are expected to be allocated later, Midboe said.

## Planes Heavier: Regulations On Runway Limit May Be Enforced

Larger and heavier planes scheduled to use the Grand Forks International Airport this year may bring the enforcement of weight restrictions on the runways.

The present weight limit is 120,000 pounds which currently is being exceeded by the big Boeing 727 currently operating between St. Paul and Winnipeg with a stopover at Grand Forks.

The 727 now in service here weighs 125,000 pounds but a larger "stretch version" of the Boeing 727 is scheduled to operate through here starting Saturday. It weighs 10,000 pounds more than the present 727 plane.

Airport manager Norman Midboe said there is no problem as long as the frost remains in the ground but when it goes out, possibly about April 1, Midboe said, he will check the runways for possible damage by the "stretch 727." If damage should show up, he said the presently-allowed limit of 125,000 pounds would have to be enforced, requiring the substitution of a lighter plane.

The main runway at the airport is 6,500 feet long.

Some time this year a heavy-type parallel taxiway will be

built alongside the present runway to carry the big planes when they are taxiing at a slow pace which has greater impact on the runway surfaces.

Sticky runways and poor visibility handicapped operations at Grand Forks International Airport Thursday, according to Norman Midboe, airport manager. He said the 11:50 a.m. Northwest Airlines flight northbound was canceled into Grand Forks because visibility was below the allowable minimum and that other flights might be canceled if the snow blowing should increase. Scrapers were working on the runways Thursday to keep them in good condition.

The large green and white hangar at Grand Forks International Airport which was rebuilt last year, has had more than expected usage this winter, according to Norman Midboe, airport manager. Stored planes included the University of North Dakota big DC-3, several float planes owned by local people, and other small craft. The hangar is a remodeled version of the old hangar moved from the former city airport last spring.

## City Role In Flood Outlined

Procedures to be followed by Grand Forks city departments in case of a major flood of the Red River of the North here this spring were outlined at a 2½-hour meeting of department heads with Mayor Hugo Magnuson Thursday.

Other departmental problems also were discussed by the department chiefs who informed the mayor what assistance is available or could be made available for flood prevention or flood fighting purposes.

**Heads Civil Defense**  
The mayor will act as chief of civil defense for the city and Police Chief Duane Knutson as his principal aide in case of local flooding.

Chief Knutson reported that arrangements have been made for communications and for police and security protection for residents of the flood areas.

Mayor Magnuson said the city will coordinate with the Red Cross and other local agencies in floodfighting work.

**Emergency Plumbing Set**  
If the flood reaches a stage where substitutes for toilet facilities are needed in some homes, the city will arrange to make proper substitute facilities available through the city health department.

Besides the mayor, the department heads at the meeting included Kenneth Larson, auditorium manager; Robert Simons, city assessor; Street Supt. Ray Corbett, Treasurer Inger Ohnstad, Chief Knutson, Larry Fleming, data processing; Marvin Dehn, chief sanitarian of the health department; Norman Midboe, airport manager; Carl Bergman, Park E-Z manager; Keith Johnson city engineer; Auditor R. S. Niles and Deputy Auditor R. L. Lerud.

## Chamber Forming Aviation Committee

The first meeting of the new Grand Forks Chamber of Commerce Aviation Committee will be held at 3:30 p.m. Wednesday in the Chamber's committee room, according to K. B. MacKichan, chairman.

MacKichan said the major concern of the committee, "will be the physical development of the entire airport." He said this includes taxi ways, hanger space, tie downs, runways, general appearance, terminal expansion, financing (airport authority), air shows and progress of the instrument landing system and tower.

## Crews Study For Donated Airplane

About 14 persons, including several University of North Dakota students, are participating in aircraft crew training at the University Center this weekend.

John Odegard, director of UND aviation program, said the training is for the crews of the DC-3 plane which was donated to the University Oct. 14. The propeller-driven craft was given by Houston Aviation Products of Texas.

Odegard said the training was being given by a technical training manager of North Central Airlines. He explained that the training will make the crews "highly qualified" to fly the plane.

JANUARY 5, 1969

## 1968 In Review:

### Airline Boardings Up 28 Per Cent

A 28.6 per cent increase in airline passenger boardings occurred at the Grand Forks International Airport in 1968, according to E.

J. Hanson, transportation director of Grand Forks Chamber of Commerce. He said the actual boardings reached a new record high of 51,620 persons. He said this represents an increase of 11,487 persons from the previous high of 40,133 registered in 1967.

Hanson said the number of passengers arriving by plane here during 1968 was 51,601 up from the 40,913 passengers a year ago.

January was the greatest month for passenger boardings of the 12 months of the year with 5,531 boardings compared to 4,062 a year earlier. The second highest month for boardings in 1968 was August with 5,623

boardings, a 41 per cent gain from 1967.

North Central Airlines showed the biggest increase of boardings among the two flight carriers serving the city, Hanson reported. North Central boardings increased to a total of 15,675 in 1968, up from the 8,607 of 1967.

Northwest Orient Airlines, however, remained the leading airline carrier here, having a total of 35,945 boardings for the year compared to 31,526 in 1967.

A total of 33,140 passengers got off flights in Grand Forks on Northwest Airlines during the year compared to 21,836 in 1967. North Central Airlines disembarked 18,461 passengers at the International Airport contrasted with the 9,077 passengers in 1967.



Hanson

## Airport Would Get \$77,000

By ART RAYMOND  
Herald Legislative Bureau

BISMARCK — A program which conceivably could net the Grand Forks International Airport \$77,000 over the biennium was kept alive Thursday in the Senate on a vote of 47-46.

It is the controversial \$1 tax on originating passengers on commercial airlines.

The present bill, as it is amended, proposes that 75 per cent of the revenue from the \$1 tax go back to the airports of the cities and 25 per cent be given to the State Aeronautics Commission. A similar bill was killed earlier in the Senate.

The House figures distributed showed total emplanements in calendar year 1968 at airports at towns as follows:

Bismarck, 60,138; Devils Lake, 2,438; Fargo, 87,655; Grand Forks, 51,645; Minot, 33,709; Jamestown, 7,027, and Williston, 6,638.

The same chart showed the share for Grand Forks airport would be \$38,734 for a year and double that for the biennium.

The split vote in committee and hairline decision in the House and earlier kill in the Senate would indicate the decision at the moment is shaky.

## Airport Project Seeks Final Okay

A request for federal aid on an \$800,000 paving project at Grand Forks International Airport has received approval by the Federal Aviation Agency and has been sent to Washington for final approval by the FAA headquarters there.

The application asks that \$400,000 federal funds be set aside for the local project which includes construction of a north-south parallel taxiway to the main runway, an access taxiway and lighting.

**New Taxiway**  
The mile long taxiway would parallel the 6,500-foot long main-runway. A new taxiway would be built as an access route to the terminal apron.

Money also would be made available for installation of an instrument landing system and approach lighting at the airport, with the government footing the entire bill. The city, however, would do site preparation work.

**Time Is Short**  
Norman Midboe, airport manager, said time is growing short for the airport paving job. He said the parallel taxiway strip has been graded but that even when the federal funds are set aside, the city still must call for bids on the work, the contractor must get set up, and started on the job. He expected it will be August before the work can get underway.

The total cost of the taxiway paving project has been estimated at \$802,500, with the city providing \$400,000 and the government the balance of the money.

## Airport Matching Funds Allocated

5-22-69

Allocation of \$402,500 in federal matching funds for improvements at Grand Forks International Airport was announced Thursday by Sen. Milton Young, R-N.D., and Rep. Mark Andrews, R-N.D.

The allocation, part of a statewide allocation revealed through the Federal Aviation Administration, is for fiscal year 1970.

### Lighting Included

The funds for the Grand Forks airport are to be used for land-approach light system; site preparation for instrument landing system; pave and mark north-south parallel and connecting taxi-ways; light north-south taxiway, and for obstruction removal.

The funds were a part of \$30 million appropriated by Congress nationwide under the Federal Aid for Airport Act.

The total cost of the local project was estimated at \$802,500. The city will provide \$400,000 and the government the balance.

Airport Manager Norman Midboe said the progress of the airport improvements will depend on how soon the contracts can be awarded and the lateness of the season.

### 1969 Finish Possible

He said the instrument landing portion will be installed this year and that there likely will be a good start made on the taxiway project. If plans move along smoothly and contracts are awarded without too much delay, the entire taxiway job might be finished this year.

In North Dakota, five airport allocations were approved in the FAA announcement.

Sen. Quentin Burdick, D-N.D., said a total of \$669,881 in grants was made to the five airports under the Federal Aid to Airports Act.

Bowman Airport Authority received \$12,883 for land and

airport development; Hector Field, Fargo, received \$147,673 for land and development; Minot International Airport, \$78,500, runway and lighting; Parshall Municipal Airport, \$28,325, land, development and runway construction.

Approval of a federal grant to help finance a taxiway paving project at Grand Forks International Airport still had not been received by the city Friday. The city and federal government would provide one half each of the \$800,000 job of building a parallel taxiway to the main runway at the airport. Officials feared that the work cannot be done this year unless the federal funds are made available soon.

## City, FAA Discuss Airport

5-27-69

Grand Forks city officials conferred here Tuesday with a representative of the Federal Aviation Agency regarding right-of-way and other matters connected with improvements at the International Airport west of the city.

The FAA recently allocated \$402,500 to the improvements which include building of parallel taxiways to the north-south runway, connecting taxiways, and an instrument landing system. The city furnishes \$400,000.

FAA representative Thomas Lewis conferred with Mayor Hugo Magnuson, City Auditor R. S. Niles, Airport Manager Norman Midboe and engineering firm representatives. Engineers have been ordered to draw plans and specifications for the job which is scheduled to get under way this year.

## UND Aviation Program Soaring

Soaring growth highlights the success of the University of North Dakota aviation program now in its first year of operation, according to John Odegard, aviation program chairman.

"In the process of teaching students to pilot aircraft," he said, "the program is experiencing surprising growth in terms of enrollment, curriculum, faculty, aircraft and facilities."

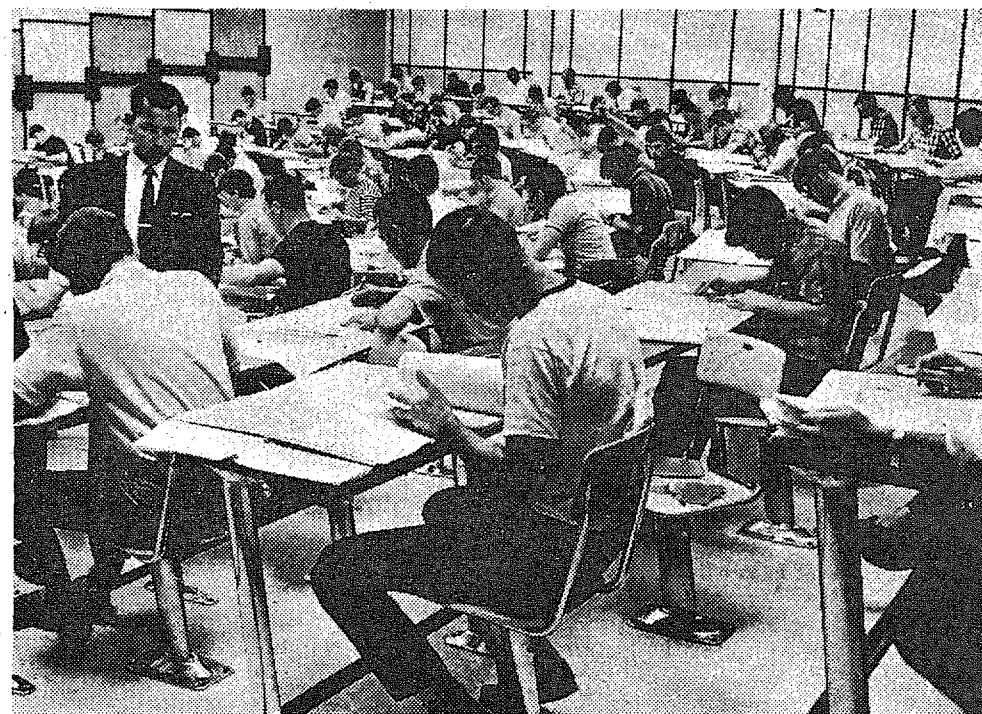
More than 400 students have enrolled in the University program since it began last September. The UND aviation program is the only one of its type in the state and among only a few of its kind in the nation.

### High Employment

"Colleges and universities are beginning to recognize that the aerospace industry has been the nation's largest employer, outside agriculture, since 1962," Odegard pointed out. "Currently about 52 junior colleges offer aviation programs for college credit, and less than half-dozen four-year aviation programs are offered."

The UND aviation program offers Federal Aviation Administration (FAA) approved basic ground school and primary flight training. College credit is offered for both.

Flight training is conducted at Grand Forks International Airport with the use of four new Cessna 150 airplanes. Although the University's aircraft fleet has doubled in the last year, the growth of the program may necessitate the acquisition of additional aircraft before next fall, Odegard noted.



THE RAPID GROWTH of the University of North Dakota aviation program was evidenced recently when more than 120 UND students were administered the Federal Aviation Administration private pilot examination. John Odegard, aviation program chairman, noted that this was the first time this many persons had taken the test at one time in North Dakota. It may have also been a record for the Upper Midwest region, he added.

### Program Upgraded

The program is now in the process of being upgraded to include courses leading to the awarding of the commercial certificate and instrument rating. UND plans to expand the program into a comprehensive four-year course leading to a bachelors degree in aviation administration with emphasis on management, marketing and accounting.

The program's introductory course, which includes flying, will be offered this summer, Odegard said. Registration will be held Monday in the Fieldhouse.

## New Airline Route Links N.D. Cities

6-12-69

BISMARCK — A conditional air carrier certificate authorized Wednesday by the State Aeronautics Commission would provide Grand Forks with a direct air link to Bismarck.

The conditional certification was approved for a Williston, N.D., air firm to carry passengers and cargo between several North Dakota cities.

But the order also said that certain conditions must be met within a six-month grace period before Inland Commuter Airways, Inc., will be allowed to begin operations.

### Services Granted

The firm was granted commuter air service between Williston, Bismarck, Grand Forks, Fargo — and to Minot and Dickinson under certain conditions. Among the routes conditionally approved was the direct flight from Bismarck to Grand Forks.

The flights between Minot and Fargo were approved if the service is started within six months after the firm goes into operation. Air service to Dickinson was certified on the basis that service there could be started as need was established.

### Conditions Listed

The conditions set down by the commission in its order were:

That the firm show it had \$100,000 in cash assets, that it have suitable aircraft leased or under its control and evidence of aircraft insurance and property and public liability.

## Wider Tax Base For City Airport Desired

5-27-69

By LLOYD TINNES

The spreading influence of Grand Forks International Airport may require a broader type of airport authority than the present control by the City Council, the Chamber of Commerce aviation committee was told here Monday.

The speaker was Harold Vavra, state director of aeronautics, who noted that the air service provided by the airport benefits not only local residents but a wide surrounding area of northeastern North Dakota and northwestern Minnesota.

Vavra and City Auditor Ray Niles addressed the meeting at which the Chamber committeemen sought advice on how they could assist in securing needed improvements at the airport and improving airport service.

Vavra said that because the airport is used by residents of a large area it would be helpful if a wider tax base could be secured. Niles noted that the city's airport budget is insufficient to meet the increasing requirements of modern air travel in this community.

### Improvements Planned

Present improvements in which the city will share with the federal government as to financing include parallel taxiways, instrument landing system and connecting taxiways.

These payments alone, costing the city about \$400,000, will strain the city budget but other major needs must be met in the future. These include heavier and longer runways for the larger airlines planes now coming into general use on the larger airports across the country, and a number of other items to modernize the local airport complex.

### Wider Tax Base Cited

Vavra said there appears to be justification for spreading the tax base to cover the area served by the airport.

The problem could be met under North Dakota law by using some type of airport authority which is broader than the one in use in Grand Forks.

Vavra listed five types of airport authority which are possible under the law. These included a municipal authority for the city only, a county authority handled through the board of county commissioners which could be useful in counties of small population, a regional authority covering two or more counties, a governmental body, such as a city council or commission, or a joint board arrangement like that of Wahpeton, N.D., and Breckenridge, Minn.

### Area Plan Sought

Fargo recently created a municipal airport authority but is trying to set up an area basis.

Vavra said the state has 45 airport authorities, some of which are in smaller towns and cities. Larimore has one, also Cavalier, Drayton and St. Thomas, and the little town of Arthur in Cass County has an airport authority. Forty-two of the state's airport authorities are municipal only, two are countywide, such as in Sioux and Oliver counties, and Wahpeton-Breckenridge has the interstate joint board plan.

Those attending the meeting here included K. B. MacKichan, aviation committee chairman; Alderman Kenneth Vig, Attorney Richard King, Larry Brown, Wayne Peterson, E. J. Hanson, William Applebee, J. G. Roller, N. C. "Curt" Olsson, Robert Lander, W. C. Adams, Jerry Dunlevy, John D. Odegard and Vaughn Champeau.



## NWA Pilots Threaten Strike At Midnight

6-12-69

MINNEAPOLIS, Minn. (AP) — negotiators for Northwest Airlines (NWA) and the Airline Pilot Association (ALPA) were meeting virtually around the clock today in attempts to head off a midnight strike deadline.

About 1,600 pilots for the airline were scheduled to walk off if contract terms are not reached.

Leverett Edwards, chairman of the National Mediation Board, who has been meeting with the two sides since Monday, said today, "It's been looking bad until yesterday and this morning. I'm a little encouraged now."

Pilots have been without a contract for 14 months. Wages, pensions, insurance and a variety of working conditions are at issue, said Edwards, but he indicated the latter are the stickiest ones.

He said NWA pilots seek to reduce the maximum flying hours per month from 85 to 75.

Pilots have never struck Northwest. The last time NWA employees walked out was in 1966, when members of the International Association of Machinists shut down operations.

## Airport Status Defended

6-27-69

(Earlier Story on Page Two)

Grand Forks International Airport has emergency equipment for aircraft fires which is approved by the Federal Aviation Agency, Airport Manager Norman Midboe said Friday.

Midboe commented on an Associated Press story from New York stating that "not one airport in North Dakota is equipped with either radar or adequate emergency facilities."

The New York story was based on a 1968 report by the Airline Pilots Association.

Midboe said there is no radar at the airport here but that radar facilities at the Grand Forks Air Force Base can give assistance as needed for the guidance of airborne planes which might be in difficulty, or which need directions.

The emergency equipment at the airport includes a fire crash truck and associated facilities, helicopters from the air force base, and an emergency plan which correlates various airport, law enforcement, fire and hospital facilities for use in aircraft accidents.

If there is a forewarning of an emergency, aid would be available from the city fire department and the air force base fire fire department which is well equipped for aircraft fire use.

The bomb command at the base will provide helicopters which would be especially useful in rescuing injured persons from an aircraft which crashed outside the airport on ground not readily accessible by land travel.

The emergency plan sets up a chain of command, headed by Midboe, which has three types of alerts. The plan works in cooperation with the FAA flight service station at the airport which has contact with planes at all times.

The alerts include one for aircraft minor difficulty, another for major difficulty such as engine fire or stuck landing gear, and another for aircraft which has crashed.

The police department is the central control for all emergency messages. It would notify other departments as needed including the fire department, hospitals, air base and other law enforcement agencies.

The airport crash truck has a 500-gallon water capacity and 50-gallon foam capacity. Although operating personnel for the truck are not on the airport at all times, they can be summoned promptly if needed.

Midboe said the airport has 50 fire extinguishers for small blazes on the airport and expects to acquire a 150-pound dry chemical unit for this type of fire.

As to other safety facilities, Midboe said an approach lighting system likely will be installed this fall or early next year, and he hopes to get started this fall on construction of paved taxiways. One would be parallel to the main runway and the others would be connecting taxiway links. These will help keep the runway clear and reduce chances of accidents on the runway, he said.

Instrument landing is scheduled for the airport but a two-year delay now is threatened due to lack of equipment. The airport has been approved for a control tower but the government presently has no available funds for this item.

8-17-69  
Bid opening for restaurant operator at Grand Forks International Airport on August 25th. Excellent opportunity for right party. Refer to legal section in Grand Forks Herald for details. — Advc.

### LEGAL NOTICES

**CALL FOR BIDS FOR RESTAURANT CONCESSION ON NEW GRAND FORKS INTERNATIONAL AIRPORT**

Notice is hereby given that sealed bids will be received by the undersigned until 2:00 o'clock P.M. on Monday, August 25, 1969, in the office of the City Auditor in the City Hall in the City of Grand Forks, North Dakota.

Each bid must be submitted on blanks furnished by the Airport Manager and must be accompanied by a certified check in the amount of \$50.00, payable to the City of Grand Forks as a guarantee that the bidder will enter into a contract as the Restaurant Operator in case contract is awarded, the \$50.00 check to be retained by the City as liquidated damages if successful bidder fails or refuses to enter into a contract when requested to do so, and or if all the requirements as set forth in the contract documents are not fully complied with.

All bids must be submitted in a sealed envelope upon which there is typed or printed the following information: "Bid on Restaurant Concession" — New Grand Forks International Airport and the name of the person or firm bidding.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The successful bidder for the concession shall be required to put up a cash deposit and escrow agreement in the amount stipulated in the restaurant operator requirements within ten days after notice of the acceptance of this bid. If such deposit and escrow agreement are not so furnished, the concession may be let to the next highest bidder; and if there is no other bidder, to some other party.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks. Copies of the contract documents may be seen or obtained at the office of the Airport Manager, Grand Forks International Airport, Grand Forks, North Dakota.

R. S. NILES  
City Auditor  
(August 10, 20 and 24, 1969)  
(SEAL)

Other new department chairmen are: 8-17-69

John D. Odegard, first chairman of the newly formed aviation department. He received the B.S. degree in business administration and the M.S. degree in accounting at UND and is a Certified Public Accountant. He is a 4,000-hour pilot with a commercial certificate and rated in airplane single and multi-engine land, instrument, glider and DC-3. Odegard is also a flight and ground instructor. He has been an assistant professor at UND since 1968.

## Pilots Rate Local Airport As Poor

6-27-69

NEW YORK (AP) — Fred McClement, in a book published Thursday on jet travel safety, said not one airport in North Dakota is equipped with either radar or adequate emergency facilities.

McClement, in "it doesn't matter where you sit: Air disasters and why and how they happen", said that Bismarck and Grand Forks airports have only token safety equipment.

He said his conclusions were based on a 1968 report by the Airline Pilots Association. Bismarck and Grand Forks received C or poor ratings, he said.

"At the present time there are approximately 567 airports in the United States with daily commercial scheduled services. Of this number, some 217 are totally inadequate in rescue and fire-fighting services; 141 others have been rated as below standard by the Air Line Pilots Association, while another 95 have only token equipment available," McClement added.

Grand Forks airport officials said radar facilities are available at Grand Forks Air Force Base 10 miles away and that the Air Force base has offered additional rescue and safety equipment for emergencies.

Bismarck airport officials confirm that there is no radar at their facility, but dispute the claim that safety equipment and crews are lacking.

## Airport Project Plans Under Way

6-23-69

Plans and specifications for an \$800,000 improvement project at Grand Forks International Airport are being prepared by Webster, Foster and Weston, local engineering firm.

The project includes construction of a parallel taxiway to the main runway, taxiway access to the apron at the terminal building, grading work for a lighting system and for the instrument landing system to be installed by the Federal Aviation Agency.

The plan will be submitted to the city council for approval before forwarding the application to the FAA for final approval. The application will be for about \$400,000 which would be the federal share of the cost.

## AGENDA CITY COUNCIL MEETING MONDAY, AUGUST 18, 1969

8-17-69

- 1 ROLL CALL:
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES AND COMMUNICATIONS:
  - 3-1 Continued hearing on petition to vacate easement in Blk. 9, Valley Park 2nd Addn. and Lot A, Blk. 5, Drees 3rd Addn.
  - 3-2 Continued hearing on petition to vacate public utility easement in portion of Blk. 17, Swangler's Subdiv.
  - 3-3 Public hearing on petition to vacate portion of Central Street.
  - 3-4 Application for beer license by Douglas T. Braaten.
  - 3-5 Request by Antique Automobile Club for use of E-Z outside parking lot in conjunction with 3rd Annual Potato Bowl.
  - 3-6 Petition to annex former Neche wye right of way and to zone as I-1 (Limited Industrial) District.
  - 3-7 Communication from City Planning and Zoning Commission re. proposed Goodyear Building at Crossroads Center, Inc. property.
  - 3-8 Report by Board of Adjustments.
  - 3-9 Various bonds and insurance policies.
- 4 REPORTS OF OFFICERS:
  - 4-1 Various reports.
- 5 ACCOUNTS, CLAIMS AND BILLS:
  - 5-1 Monthly bills for July, 1969.
  - 5-2 Time rolls for July, 1969.
- 6 REPORTS OF STANDING COMMITTEES:
  - 6-1 Bids on utility tractor for Airport.
  - 6-2 Matter of leasing large hangar at Municipal Airport by University of N. D.
  - 6-3 Matter of airport cafe lease with Thelma Lund.

## Magnuson Asks About Tower Staff

Grand Forks Mayor Hugo Magnusson has addressed an inquiry to the Federal Aviation Agency in Washington as to whether the FAA will staff a control tower on the local International Airport.

Mayor Magnusson addressed the letter to David Thomas, deputy director of FAA. The letter read:

"We are considering purchase of a trailer type of portable FAA tower. Before purchase, we need to know whether or not you are in a position to furnish staff for this operation. If you are not in position to furnish staff how soon would you be able to do this.

"The need for this tower has been determined time and time again. We feel that we are just lucky that no serious accident has happened up to this time because of the lack of an FA tower. Please advise us as soon as possible. Your favorable consideration will be appreciated."

# City Council Approves U Lease Of Large Hangar At Airport

By LLOYD TINNES

Leasing of the large hangar at Grand Forks International Airport and an adjacent area 150 feet square to the University of North Dakota for use in its aviation program was approved by the City Council Tuesday night. The lease is for one year or more at \$500 a month plus the cost of utilities.

The extra space would be the site of an office building in connection with the hangar in the development of a four-year University course leading to a degree in aviation administration.

John Odegard, head of the

University's aviation department, said the University Flying Club has 16 planes and had 420 students last year. He said the club presently is operating from two small hangars in the south area of the airport. The large hangar is in the northeast corner of the airport.

Gary Pearson, local attorney, spoke in behalf of the University program. He said the lease is intended as a step toward major developments at the airport which he said would attract widespread interest and provide presently needed services to the public.

The program would include education of air traffic controllers, an air ambulance service and a plan to ferry occupational therapists from the University to communities throughout the state.

Attorney Richard King appeared in behalf of base operator Jim Montgomery who has objected to the leasing because he would be forced to move from the large hangar to other space on the airport. King noted that Montgomery has been a base operator at the old airport and now the new one for about 25 years. He asked that the council consider

this before voting on the matter.

A representative of the Nodak Flying Club said that club uses the large hangar for storage of two planes and objected to being moved out under the leasing plan. He didn't believe the University would need all of the hangar space.

Pearson replied that there probably would be 20 University operated planes in the big hangar within a few months.

A plan proposed by Odegard to secure a temporary portable tower for the airport, with operation by the Federal Aviation

Agency, was referred to committee.

An ordinance was introduced to annex President Trailer Park and another ordinance would change the zoning to R-6, a new mobile home court zone. The annexation was conditioned on an agreement between the park owners and the city to be drawn by the city attorney under which the owners would bring the park up to R-6 specifications within the next two construction seasons.

The agreement also would cover buffering between the park and adjacent areas, and would provide for not more than eight trailers per acre.

A bid by Longinus Kuklok, Columbia Cafe operator, for operation of the airport cafe was accepted by the council. It provided for payment of 6 percent of gross receipts, with a

minimum of \$142 a month and a maximum of \$250 a month under a two-year lease.

An application for an increased industrial wastes license for the Pillsbury Co. effective Sept. 1 was granted. The license specifies payments for the company's use of the city sewers based on density of emptied into the sewer lines.

The council also: — Ordered the drawing of plans and specifications for 1970 construction of a sanitary sewer and watermain to serve Blocks 12, 13 and 10 in University Heights Addition.

— Adopted an ordinance changing zoning from R-4 multiple residence to B-3 service business zone of part of Block 26, Villard's Addition, on S. 14th St.

— Changed the zoning of an area east of the Western Potato Service Co. plant on Highway 2



JACK L. DANIELS, president of Commuter Airways, Inc., Williston, was in Grand Forks Friday to exhibit the 15-passenger prop-jet plane he proposes to use in his commuter routes. Daniels hopes to begin commuter air service between Grand Forks and Bismarck; between Williston and Bismarck, and between Fargo and Bismarck. (Herald Photo by Art Raymond)

## Grand Forks-Bismarck:

# Commuter Air Service Start Set In December

Target date for commuter air service between Grand Forks and Bismarck, N.D., is Dec. 1.

Jack L. Daniels, president and director of Inland Commuter Airways, Inc., Williston, was in Grand Forks Friday to display a model of the Beechcraft 99 Airliner to be used on the proposed route.

Inspecting the plane, talking with Daniels and representatives of Beechcraft, Wichita, Kan., and going on an aerial tour were members of the Aviation Committee of the Grand Forks Chamber of Commerce.

Daniels said the Security Exchange Commission, through its regional office at Denver, Colo., will announce a decision Wednesday on his portfolio for public sale of stocks. He told the Herald he has about \$130,000 pledged. He needs firm commitment of that \$130,000 and another \$20,000 to go into operation.

## FAA Approval

Following establishment of the financial structure, Daniels needs FAA approval for route proposals from Williston to Bismarck; from Bismarck to Grand Forks, and from Bismarck to Fargo.

He is optimistic on all points.

Daniels is a veteran pilot who owns and operates ServAir at Williston. He is a member of the state Aeronautics Commission but disqualified himself from all hearings pertaining to his route applications.

Purpose of the Daniels tour Friday was to show potential customers a model of the plane to be used. His stops were at Williston, Dickinson, Minot, Bismarck, Grand Forks and Fargo. The plane is a Beechcraft 99 Airliner with prop-jet system. It seats 15 passengers. The plane was designed by Beechcraft

especially for "short haul" air routes, according to Jack Ray, pilot of the plane on its North Dakota tour. He is Western Region sales manager for Beechcraft.

## 280 Miles An Hour

Ray said the aircraft was developed and put on sale in May, 1963. Some 40 carriers now are flying 127 such planes. The plane cruises at about 280 miles an hour and, according to Daniels, "terminal-to-terminal time is about 225 miles an hour." Flight time between Grand Forks and Bismarck is about 50 minutes.

The proposed schedule up for FAA approval calls for two daily round trips between Grand Forks and Bismarck. The first will leave Bismarck at 7 a.m. and arrive in Grand Forks at 7:50 a.m.; leave Grand Forks 8 a.m., arrive Bismarck 8:50 a.m.

## Wye Area Annexed:

# Council Approves Plans For Paving Of Taxiway

By LLOYD TINNES

Plans and specifications for paving the north-south taxiway at Grand Forks International Airport were approved by the City Council Monday night subject to approval by the Federal Aviation Administration.

The plans included access to the airport apron, taxiway lighting and grading for the instrument landing system.

Bids were called for Oct. 20.

A proposal for financing a temporary control tower for the airport was considered and then held to permit checking on whether the FAA would man the control tower.

The second leaves Bismarck 5:30 p.m., arrives Grand Forks 6:20 p.m.; leaves Grand Forks 6:30 p.m., arrives Bismarck 7:20 p.m.

The Grand Forks segment of the Daniels application is but one of three tentatively approved by the state Aeronautics Commission. The others: Williston to Bismarck and Bismarck-Fargo.

The Daniels' application also calls for development of a stop at Dickinson in the future on the Williston-Bismarck segment and development of a route between Minot and Fargo.

## Total Package

Daniels said here Friday the initial three routes are part of a total package and when approval is granted they all will be put into operation simultaneously. The Minot-Fargo route is to be within six months after approval and the Dickinson stop "as needed."

Conditional approval in June by the Aeronautics Commission stipulated two major points: 1. That Daniels have at least \$100,000 of unencumbered funds and 2. that he have a plane to meet FAA requirements.

Earlier Daniels said the Grand Forks-Bismarck one-way fare would be \$25. Friday he said the airline would need an average of 5 1/4 passengers per air mile to reach the break-even point. He would hire six crews (two pilots on each plane) and about 30 employees in all.

# Odegard To Tell FAA Of UND's Aviation Program

John Odegard, head of the University of North Dakota's aviation department, left for Washington, D.C. Monday to confer with officials of the Federal Aviation Agency.

He will discuss with the FAA officials the University's air traffic control program and installation of a portable control tower at Grand Forks International Airport.

Odegard also will represent

the midwestern United States at a meeting of the five-member national advisory committee of the University Aviation Association of which he is a member.

The FAA recently agreed to furnish one experienced, certificated air traffic control instructor to the University to teach UND aviation students the fundamentals of air traffic control.

The instructor also would be responsible for operation of a traffic control tower at the airport, manned by his students, for up to 40 hours a week.



At University:

9-18-69

## FAA Offers Air Control Instructor For Course

By JACK HAGERTY

The Federal Aviation Administration has agreed to furnish one experienced certificated air traffic control instructor to the University of North Dakota to teach UND aviation students the fundamentals of airport traffic control, Rep. Mark Andrews, R., N.D., reported Thursday.

The instructor also would be responsible for operation of a traffic control tower at Grand Forks International Airport, manned by his students, for up to 40 hours per week.

Congressman Andrews said the arrangement, offered in a letter to Dr. George W. Starcher, president of UND, will put Grand Forks in a priority position among 54 communities now eligible for FAA-staffed control towers but for which no funds are available.

### Another Example

"This is another example of how the University helps the community and the community helps the University," Andrews said.

Mayor Hugo Magnuson recently had asked the FAA whether it would staff a portable control tower at the airport here if the facility was furnished by the city. But the FAA said it had no funds available for such staffing.

Its offer to the University, however, followed Magnuson's request. The University previously had proposed a training program for air traffic control personnel.

### Letter of Offer

In his letter making the offer, Deputy FAA Administrator D. D. Thomas, said:

"Students in your aviation related business administration curriculum could assist in manning the tower while being taught the fundamentals of airport traffic control. These students would become certificated airport traffic controllers in due course and could then man the tower as a part of their 'laboratory experience' in the subject of air traffic control."

"To assist the University, I propose that we might furnish one experienced certificated instructor who would be responsible for the operation of the facility within his work-week capabilities (that is not to exceed 40 hours a week) and provide on-the-job training for your students. This offer is made because it would be beneficial to us as we will need air traffic controllers in the future and would get the benefit of a 'live' control tower for laboratory training."

mittee were:

A claim by Ramona Slivicki for injuries; an application for an off-sale beer and beer depot license at 121 N. Washington St. by Phil Deraney; possible need for signal lights at 6th Avenue N. and N. Washington; a request for review of the city's bus franchise; leases for car rental agencies at Grand Forks International Airport and a request by Montgomery Aircraft, Inc. for release from a supplemental contractor as a fixed base operator at the airport.

—Denied a request by Montgomery Aircraft, Inc. for release from a supplemental contract as a fixed base operator on the International Airport. 10-21-69

### Operator Serves Notice

A notice by Arnold Luht of proposed discontinuance of airport limousine service at the International Airport unless he can have a taxicab license also went to committee. 10-21-69

### LEGAL NOTICE

ADVERTISEMENT FOR BIDS  
PAVED NORTH-SOUTH PARALLEL  
TAXIWAY  
ACCESS TO PARKING APRON  
TAXIWAY LIGHTING  
ILS GRADING  
GRAND FORKS  
INTERNATIONAL AIRPORT  
GRAND FORKS, NORTH DAKOTA  
NOTICE IS HEREBY GIVEN BY the City Council of the City of Grand Forks, North Dakota, that the City Auditor will receive sealed bids no later than 5:00 P.M. Central Daylight Time October 20, 1969, and the said Council will be in session on the 20th day of October, 1969, at the hour of 7:30 P.M. Central Daylight Time, at the council chambers in the City of Grand Forks, North Dakota, to receive sealed bids for the furnishing of all labor, tools, material and equipment necessary to pave parallel north-south taxiways, approaches and access to parking apron; provide lighting for the same; complete grading for an instrument landing system. All work to be done for Grand Forks International Airport, Grand Forks, North Dakota.  
Plans and Specifications are on file in the office of the City Auditor, Grand Forks, North Dakota. Copies of the Plans and Specifications and other bidding and Contract Documents may be obtained by depositing twenty-five dollars (\$25.00) with the City Auditor or WEBSTER, FOSTER & WESTON, CONSULTING ENGINEERS, 316 Cambridge Street, Grand Forks, North Dakota 58201, for each set so obtained. Ten dollars (\$10.00) of the deposit will be returned to those who return the documents and plans to the Engineer ten (10) days after the date set for opening of bids.  
The work consists of the following approximate quantities:  
Schedule A: 15,600 C. Y. Unclassified Excavation; 12,400 C. Y. Embankment; 24,870 C. Y. Subbase Course; 15,600 S. Y. 13" Portland Cement Concrete Pavement; 6 acres turfling; 100 ft 16" x 25" corrugated metal pipe and end sections taxiway markings.  
Schedule B: 216 L-322 Taxiway Lights and Bases; 11 L-322 Remove Taxiway Lights; 20,000 ft Cable Trench; 22,000 ft 3 KV Cable in Trench and Duct; 18,400 ft Counterpoise Cable in Trench and Duct; 630 ft Underground Duct; 1 L-813 7.5 KW Regulator-New-Control-Feed; Temporary Connections - Remodel Regulator Area.  
Schedule C: 17 L-322 Remove Taxiway Lights; 6 L-813 Relocate Runway Lights; 17,150 ft 3 KV Cable in Trench and Duct; 14,900 ft Counterpoise Cable in Trench and Duct; 53 ft Underground Duct; 1 L-813 7.5 KW Regulator-New-Control-Feed; Temporary Connections - Remodel Regulator Area.  
Schedule D: 35,000 C.Y. Unclassified Excavation; 27,000 C.Y. Fill; 25 acres turfling; tree removal.  
Each bid shall be accompanied by a certified check, cashier's check or bidder's bond in the amount of five hundred dollars (\$500.00), made payable to the Mayor of the City of Grand Forks, North Dakota, and a bidder's bond in the full amount of the bid. The bid security which must accompany each bid is required as a guarantee that the bidder will enter into a contract with the Owner for the work described in the Proposal and furnish a performance bond as specified. All checks and bonds shall be issued in compliance with statutes governing this class of work.  
The work on the improvement is required to be started on a date to be fixed by the City Council of the City of Grand Forks, North Dakota, notice of which will be given to the contractor ten (10) days in advance and such work is to be completed prior to October 1, 1970, except that work under Schedule C must be completed prior to September 1, 1970.  
The City of Grand Forks, North Dakota, reserves the right to hold all bids for a period of sixty (60) days after the date set for opening thereof and to reject any or all of the bids and waive defects and to accept any bids should it be deemed for the public good and also reserves the right to reject the bid of any party who has been delinquent or unfaithful in the performance of any former contract with the City.  
The proposed work is under and subject to Executive Order No. 11246 of September 24, 1965, and to the equal opportunity clause. The requirements for bidders and contractors relative to this order are included in the specifications. The Bidder (Proposer) must supply all the information required by the bid or proposal form.  
Each bidder shall place his bid in an envelope and on the outside of the envelope shall mark the nature of the proposal and the name of the bidder. Contractor's state license number and class must be shown on the bid and on the outside of the envelope.  
DATED this 25th day of September, 1969, by order of the City Council of Grand Forks, North Dakota,  
R. S. Niles  
City Auditor  
(SEAL)  
(September 26, October 3 and 10, 1969)

## Council To Consider Airport Improvements

10-19-69

The Grand Forks City Council will consider bids for paving the north-south taxiway,

taxiway lighting, and grading for an instrument landing system at the International Airport at a meeting set for 7:30 p.m. Monday.

A committee report will be heard on a proposed overpass on Columbia Rd. extended through the University of North Dakota campus and across the railway tracks to Sixth Ave. S.

Scheduled also is a committee recommendation for the approval of the final plat of Fairgrounds subdivision at the north edge of Gateway Dr.

Ordinances due for second and final reading include one for annexation for President Trailer Park and zoning of the park area as R-6, mobile home court zone.

A notice by Arnold Luht of proposed discontinuance of airport limousine service will be received.

## Grand Forks Herald

SECOND SECTION

TUESDAY, OCT. 21, 1969

RURAL DELIVERY  
OCTOBER 22, 1969

★ PAGE 11

# Taxiway Paving Bids Are Opened

By LLOYD TINNES

Apparent low bids totaling \$658,200 for improvements at Grand Forks International Airport were approved by the City Council Monday night.

The low bid for paving a 6,000-foot-long and 60-foot-wide taxiway alongside the main runway was \$631,850 and for grading for an instrument landing system the figure was \$26,350. The bids were submitted by Northern Improvement Co. of Fargo, N.D. and were among nine proposals considered at the bid opening.

### Alternate Bids Made

Low bidder on an alternate plan which would lop off 1,200 feet of the north end of the taxiway was Woodrich Construction Co., Hopkins, Minn. Their proposals were \$517,506 for the paving and \$21,615 for grading.

Submitting the low figure for lighting was Fargo Electric Construction Co., Fargo, at \$48,622.

All low bids were well below the engineer's estimates and were considered very favorable by the engineering consultants on the project, Webster, Foster and Weston of Grand Forks.

### Bids Below Estimates

Their estimates were \$713,600 for the paving, \$87,000 for lighting, and \$34,000 for grading.

The main runway is 6,500 feet long and is under considerable stress from heavy planes when they have to taxi down the length of the runway and then turn around to make a take off. The paralleling taxiway would permit planes to go down the taxi strip to the turn around point and then turn for take off. Stress on the paving is heavier during taxi by the planes because they are traveling slower than at take off and landing times.

### City Application Due

Next step is for the city to make a project application to the federal government. If the plans are approved by Washington, the Federal Aviation Agency then would share 50 per cent of the project cost with the city paying the balance.

The application would be made for the full 6,000-foot taxiway strip.

The council authorized the mayor to sign the application.

## \$402,500 FFA Grant Tendered

11-19-69

A \$402,500 grant offer was received by Grand Forks City Auditor R. S. Niles Wednesday from the Federal Aviation Administration.

The federal grant represents the FAA share of \$803,250 improvements at Grand Forks International Airport.

The work includes laying of concrete taxiways for the main runway and connecting links with the runway and apron at the administration building. Also included is an instrument landing system.

Grand Forks city submitted a project application to the FAA and the grant offer was tendered the city in return. The offer now will be presented to the city council at its next meeting for its consideration. If approved by the council, the offer becomes a contract between the FAA and the city which then can proceed with preliminaries to the installations.

It is anticipated that contracts will be let and work begun next year.

11-10-69  
Norman Midboe, manager of the Grand Forks International Airport, said airline service was back to normal Monday after flight cancellations the past few days due to fog. The airport was "socked-in" Friday, near normal Saturday, and some flights were cancelled Sunday.

11-10-69  
The City of Grand Forks is awaiting approval of the federal government of a grant agreement for installation of taxiways paralleling the main runway and an instrument landing system at Grand Forks International Airport.





DC-3 AIRPLANE USED BY UNIVERSITY OF NORTH DAKOTA

### For University:

## DC-3 Saves Time And Dollars

The 26-passenger CD-3 airplane donated to the University of North Dakota by Harry E. Bradley of Houston, Texas, has proved a boon to the University, according to John D. Odegard, chairman of the UND department of aviation.

Savings of dollars to the University and time for students and faculty were cited by President George W. Starcher who said, "We have found that air travel is cheaper and keeps the faculty and staff away from their campus duties for a minimum of time."

Traveling by the DC-3 has eliminated long tedious trips, lengthy costly lay-overs as compared with commercial airline schedules, and savings of about 12 days and 11 nights on the road for the hockey team, according to Coach Ruben Bjorkman.

Basketball coach Jim Rogers said the plane method has added much to the basketball program. He said travel time had been cut in half and the number of classes missed by student athletes has been reduced to a minimum. The plane trips saved the team 14 days and 15 nights on the road last year.

The DC-3 also enables the various departmental staffs to participate in many academic gatherings and conferences held both within and outside the state such as the Life-Time Sports Conference in Billings, Mont., the National Business Education Association in Chicago and others.

Additional benefits were cited in such areas as public relations for the various departments and for the University as a whole.

(Picture on Page 17)  
By LLOYD TINNES  
Continued operation of Grand Forks' increasing airline services was on the line as interested city and government officials and airlines executives huddled at the local International Airport Wednesday.

The problem they discussed at a two-hour session was deterioration of the 6,500-foot main runway which could handicap future plane use of the concrete strip. Serious cracking has developed from the heavy pounding of the large jet planes especially since they must use the runway for turn around and taxi purposes at which times the greatest weight is imposed on the concrete. There is no taxi strip now although one is scheduled for construction in 1970.

### Council To Act

Mayor Hugo Magnuson presided over the meeting of about 25 persons, including representatives of the Federal Aviation Agency (FAA), Northwest and North Central Airlines and city officials including several aldermen.

After hearing preliminary cost estimates for an overlay of concrete or one of asphalt, Mayor Magnuson said the committee of the whole of the city council will meet Dec. 10 at 7:30 p.m. to hear final estimates of costs. Then, he said, the council can decide whether final plans and specifications for an overlay should be ordered. If this step is approved, the council would call for alternate bids on concrete and asphalt.

Anderson said a preliminary inspection of the airport runway was made by the FAA in September this year. It disclosed one bad spot. A

detailed inspection later revealed serious cracking in a number of areas where concrete was broken and loose pieces were blasted out by the jet planes in takeoff.

He said no federal money is presently available but said new legislation is pending and that runway repairs have a high

priority on these funds. He recommended that the city proceed immediately with plans for renovation work. He said Grand Forks is not alone in having runway problems. The runway at Green Bay, Wis. also is breaking up.

An inquiry was made as to whether heavier planes are in

prospect in the future. Benjamin G. Griggs, Jr., vice president of Northwest Airlines, said no new airplane is in sight at present which would damage a runway more than the 727 jets.

He said it is necessary to use the big jets through Grand Forks if this city is to continue

having cross country main line service. If lighter planes are used, he said Northwest would have to go to shuttle service between here and main line stopping points.

The engineering firm of Webster, Foster and Weston presented tentative calculations on costs of asphalt and concrete with an overlay of nine inches.

## Runway Cracks Become Problem

11-28-69

Representatives of the Federal Aviation Agency (FAA), the airlines and Grand Forks city will meet at the local International Airport Wednesday to discuss the problems created by runway deterioration at the airport.

Cracks have developed in certain areas of the main runway and the meeting will discuss the need for strengthening the 6,500-foot concrete strip.

It has already been suggested that an overlay of additional concrete be made to firm up the runway which is taking an increased pounding from the heavier jet planes which now ply the airport.

The meeting is set for 10 a.m. Wednesday at the airport Administration Building.

Among those scheduled to attend is Enoch W. Anderson, chief of the airports branch of the FAA, along with officials of Northwest and North Central airlines, both of which serve the airport daily.

Thickness of the runway concrete varies from 8 to 11 inches at various points along the strip.

The city council Monday night will consider a proposal that plans be drawn by an engineering firm for a runway overlay project with estimated costs.

Steps already have been taken to provide a taxiway along the main runway which would relieve the runway of the need for using it as a taxi and turnaround area. It has been pointed out that heavier pressures on the concrete come

when planes are moving slowly than when a plane is moving rapidly enough to get lifting power from the wings.

The taxiway project is a federal aid undertaking which will cost about \$803,250. The FAA would provide \$402,500 with the city footing the rest.

The city has received a grant offer of the \$402,500 and when it has been accepted, the city can proceed with further steps toward construction. Bids already have been taken for the job.

The council will consider a grant offer by the Federal Aviation Administration (FAA) of \$402,500 federal aid for construction of taxiways for the main runway at Grand Forks International Airport.

The council also will receive a recommendation that preliminary plans be ordered drawn for strengthening the main runway on the airport because of damage done by large jet planes.

## Council To Consider Runway Problems

11-30-69

Annexation and zoning ordinances and consideration of airport runway problems will occupy the Grand Forks City Council at its meeting set for 7:30 p.m. Monday.

Coming up for second and final reading are ordinances: Zoning the Champlin Oil Co. site on Highway 2 West as B-3 service business zone, and placing the property in fire zone one.

## Cracking Runway Studied

12-3-69

12-3-69



NORMAN MIDBOE, MANAGER of Grand Forks International Airport, points to a few of many cracks in the north-south, main runway which airport crews have to repair daily to smooth the surface. The cracking was attributed to the in-

crease the past few years of heavy jet planes which are pounding the strip with increasing frequency. Plans are being drawn by a local engineering firm for renovation of the runway which could include a heavy concrete or asphalt overlay to strengthen the strip. (Herald Photo by Ken Kleven).



## RUNWAY 12-3-69

(Continued from Page 1)

The estimated costs were set at about \$700,000 for a nine inch layer of asphalt and up to \$1.3 million for concrete. The costs would include replacement entirely of the greater damaged areas, this portion being estimated at about \$85,000.

Reflective cracks will come at intervals of about four years and would require immediate repairs, the engineers said. These would come at the joints which would reflect through the overlay. They believed such cracks would be relatively small and could be easily repaired.

He suggested that the city take the matter up immediately with the U.S. Air Force for consent to use the local air base during runway work. Airport Manager Norman Midboe said that the spring thaw may cause additional runway cracking after about May 1 and suggested that the Air Force base be used if possible beginning at that time for a month or whatever time is required to complete the runway work.

## Runway Cracks 12-4-69

IT UNDOUBTEDLY COMES as a shock to many Grand Forks citizens that dangerous cracks are appearing in the runway at Grand Forks International Airport under the pounding of huge jet airplanes which land and take off regularly from the relatively new facility.

It has become obvious that the airport was underplanned and underbuilt. If blame is to be attached, however, it must be to those who bitterly fought the construction of the new airport at all, predicting that the airlines would never use jets to serve a city this size. Even the supporters of the new airport could not foresee the extent to which the airlines serving Grand Forks would convert to jets or the increase in number of daily flights in and out of this city.

There is no way to avoid repairing and strengthening the main runway. Air transportation is vital to Grand Forks and the entire area it serves, especially in these days of reducing rail service.

It is unfortunate that the local share of the costs apparently must come from Grand Forks alone. The airport is as important to people in a wide surrounding area as it is to residents of the city.

## Council To Discuss Runways 12-10-69

Damage to the main runway at Grand Forks International Airport and what to do about it will be the topic for discussion at a committee of the whole meeting of the City Council at 7:30 p.m. today.

The committee is scheduled to hear final cost estimates and more detailed plans than were available at a meeting of airline, city and Federal Aviation Agency (FAA) officials here Dec. 3.

## Airport Need Study Asked By Committee 12-8-69

The Grand Forks Chamber of Commerce Airport Committee reaffirmed Monday a request it made earlier in the year that the City Council order a study of the long-range needs at Grand Forks International Airport.

The action was taken prior to a meeting with council members and city officials about the deteriorating runway conditions at the airport which will stop its use by airlines April 1, 1970.

Committee chairman K. B. MacKichan said the study should be made before the council's plans to repair and overlay the existing north-south runway are irreversible. The study might indicate some other solution to the airport problem is preferable, he said, including construction of an entirely new runway.

Mayor Hugo Magnuson invited members of the committee to attend a meeting of the council's committee of the whole with Federal Aviation Agency officials Wednesday evening. He indicated, however, that he did not feel the repair and strengthening overlay project could be delayed pending a study of long-range needs.

The local engineering firm of Webster, Foster and Weston is preparing the plans and estimates.

Top officials of the FAA, the airlines and the city government will take part in the meeting. At the earlier meeting the engineers estimated the cost of a nine-inch overlay of asphalt to strengthen the 6,500-foot runway would be about \$700,000 and that a similar thickness of concrete would cost \$1 million to \$1.3 million.

Large cracks have developed in numerous areas of the airport strip which ranges in thickness from 8 to 10 inches.

Officials have stated the runway will not be usable when softening of the ground begins late this spring and some other runway, possibly at the Grand Forks Air Force Base, would be needed for use while the airport runway is being repaired.

### Early Start

Anderson of the FAA will attend the meeting. If bids are ordered, an effort will be made to complete the contract letting even though federal money may not be immediately available. Anderson anticipated funds will be available when new legislation has been adopted early in 1970 by Congress.

Grand Forks Air Force Base may get into the picture if construction work is begun at the airport. Anderson pointed out that Ellsworth AFB at Rapid City, S.D., was used temporarily during airport repairs there.

Members of the Chamber committee said there should be no delay, but that the study should be made at the same time the council was making preliminary plans for the overlay project and should be completed before it is necessary to let final contracts.

Without assessing blame, committee members said it was obvious that there had been mistakes made in determining the needs of the present airport at the time of its construction.

The airport was declared fully operational Feb. 1, 1964, although Northwest Airlines flights into the new facility began the previous November.

Magnuson estimated the cost of repair and overlay strengthening of the present runway at \$700,000, and said that the FAA would participate in the cost on a 50-50 basis. He said that it might cost up to \$2 million to construct an entirely new runway for commercial planes, with the existing runway to be repaired for use by smaller aircraft.

Magnuson and other city representatives conceded that it might be possible to make stopgap repairs on the present runway at a cost of about \$100,000, so that it could be used during construction of a new runway. But he said the FAA would not participate in a strictly repair project.

The mayor said he had received no reply from the Air Force on the city's request that airlines be allowed to land and take off from Grand Forks Air Force Base during the period Grand Forks International is shut down.

## -Herald Editorials- 12-10-69

### Airport Needs

AIRLINE SERVICE INTO and out of Grand Forks International Airport will end, at least temporarily, next April 1, scarcely six years after it was declared fully operational.

There are hopes that airliners will be allowed to land and take off from Grand Forks Air Force Base during the period International Airport is out of service. The Air Force has not replied to a request that such accommodation be made, but during a similar emergency at Rapid City, S.D., Ellsworth Air Force Base was used by commercial aircraft.

It is important that the interruption of service to International Airport be minimized. It is more important that when service is restored, no mistakes will have been made similar to the miscalculation earlier of the number and size of commercial aircraft which would be using the facilities in the future.

A Grand Forks Chamber of Commerce committee has urged the city council, while going ahead with preparations for repair and strengthening of the north-south runway at International Airport next spring, to have a long-range study of the airport conducted. Such a study might show that an entirely new runway, either on a diagonal or parallel to the present one, might be a better answer.

Whatever decision is made, it should be on the basis of the best information available. The City Council should not rush into a project to repair and overlay the present runway if within a short time it will be inadequate to provide the service Grand Forks will have in the future.

It should be possible to get such

a thorough study fast enough so the repair and overlay project need not be delayed, if that is determined to be the best solution. If an alternative solution is better, we should know it before embarking on a costly project which will soon be obsolete.

Whatever must be done is vital not only to Grand Forks, but to a wide area around us on both sides of the Red River. Grand Forks International does not serve only Grand Forks. If a new runway and other costly improvements are necessary, Grand Forks should not be expected to shoulder the entire local cost. In fact, it might not be able to do so if it wanted to.

The time has come for East Grand Forks and for Grand Forks and Polk counties to join with the city in an airport authority. This should be done before the final decision on future improvements at the airport are determined.

The Aviation Committee of the Grand Forks Chamber of Commerce will meet at 3:30 p.m. Monday in the Chamber's offices. K. B. MacKichan, chairman, said the runway conditions and taxiway problems at the Grand Forks International Airport will be the topic of the meeting. 12-4-69

## 'Go' Signal Given Runway Project 12-11-69

By LLOYD TINNES

A Grand Forks City Council committee of the whole agreed Wednesday night that the city should proceed immediately to prepare and file an application for federal aid in improving the cracked and damaged main runway at International Airport.

This was the recommendation of Enoch W. Anderson, area chief of the airport division of the Federal Aviation Agency, and it will be up for consideration by the city council at its meeting Monday.

Meanwhile, the council's Finance Committee also will study the feasibility of having a study conducted by airport planning specialists to determine the long term needs

of aviation facilities for the local community. presented by the FAA engineers.

Mayor Hugo Magnuson conducted a question and answer session at the meeting which was attended by about 30 representatives of the Federal Aviation Agency (FAA), the city, the Chamber of Commerce, engineers, interested businessmen and others.

Representing the FAA were Anderson and engineers Roy Cunningham and William Moore of the Minneapolis area office. Other engineers present were representatives of Webster, Foster and Weston, who made a preliminary study of runway damage and estimated repair costs. Similar information was

The estimated cost of asphalt overlay was set at about \$700,000 and about \$1.3 million for concrete.

(Turn to Page 2, Col. 4)

Anderson opened the meeting by stating that the airlines planes will be unable to use the runway when the spring thaw sets in because cracking will be more widespread next year unless repairs are made.

He said the present airport was designed to bear the weight of the 100,000 pound electras but now is handling weights running up to 145,000 pounds from the big 727 jet planes. There also are more than double the number of large airlines planes using the airport now than when the airport became operational early in 1964.

Anderson said that although federal money, on a 50-50 basis with the city, is not now available, he was confident it would be available in new legislation in 1970. He recommended that the city "get the paper work going at once" on the proposed overlay project so the project would be speeded up when the funds are available.

The runway overlay complex, along with the new taxiway to be constructed alongside the runway, will relieve much of the present stress on the runway, Anderson said. He noted that taxi and turnaround use of the runway is causing the greatest stress on the present strip.

Airport manager Norman Midboe said some minor patching of the runway had been done as early as last June when damage was first noticed. He said the more extensive cracking has come since September.

The thickness of the runway varies from 8 to 11 inches and Midboe said both the airlines have been notified to instruct their pilots what areas are to be used for turnarounds so as to minimize damage to the concrete. Anderson added that all airports in this FAA district will receive similar instructions. Turn around locations would be marked with signs for the convenience of pilots.

#### Big Jets Not Foreseen

Anderson said that when the airport was designed, the airlines informed the FAA that the Electra planes were largest that would ever use the local airport. The FAA didn't know then that the present large aircraft would be in use.

He said that as far as can be determined now, the proposed overlay would be sufficient for the foreseeable future. He said the 727s now in use produce more weight per square inch on the runway than the much larger double jets because the 727s have only four wheels under the plane instead of eight wheels on the larger models. Each type has two wheels on the nose.

#### Runway Length O.K.

The present 6,500-foot runway is sufficient and there is room for a 1,900 foot extension if it should be required in the future. He added, however, that a DC 9 plane of the type now in use would require a 1,200 foot extension of the present strip, if the plane were fully loaded. Plane loading of passengers, baggage and fuel is determined in advance according to the runway length to take care of such a situation.

Anderson said the FAA is cooperating with the airlines in securing an airlines estimate of runway requirements.

There was a suggestion that moisture below ground could damage the runway base but Anderson said the surface drainage at the airport is good except for a certain back up in the spring. He said this moisture has not caused runway damage.

#### No Lateral Drainage

A. B. Dickey of the city engineering staff said checks made by him showed there is no lateral drainage but only

drainage up and down. He said this condition approximated part of other parts of the Red River Valley.

Anderson agreed that a suggestion to use the present runway, when repaired, as a taxiway and to build a new runway alongside it deserved some study. He doubted, however, that federal aid would be forthcoming if engineers decided the overlay would provide a suitable runway. A new taxiway already is scheduled for construction in 1970.

Noting that the runway would be closed to the airlines during repair work, FAA engineer Moore said the "down time" meaning the construction delay would be about two to three weeks for an asphalt job and about 2½ months for concrete.

Mayor Magnuson has received no reply from the Air Force as to whether it would permit commercial airlines to use the Grand Forks Air Force Base runway during repair work at the airport.

K. B. MacKichan, chairman of the Chamber of Commerce Aviation Committee, said the committee recommended last June that the city hire a firm which specializes in airport planning to make a long term study of airport needs here. He said such a study could provide a schedule showing when various types of airport requirements would be needed in future years.

The committee also recommended that the tax base for airport improvement should be broadened to include areas receiving benefits from use of the Grand Forks airport. He said this should include East Grand Forks and Polk and Grand Forks counties.

But he said a report of the specialists indicating what the airport requirements would be is necessary to show the other tax bodies first what the situation will be.

Replying to Anderson's statement that the airlines could foresee no larger planes than the Electras using the Grand Forks Airport, MacKichan read a letter written in 1960 by Northwest Airlines. It stated they could foresee no planes larger than the Electras for the next five to seven years.

Regarding the consideration by the council of constructing a new runway, Mayor Magnuson said this is impractical now because the city can hardly consider financing more than its 50-50 share of the runway overlay cost. If asphalt were approved, he said this would mean a bond issue of \$350,000.

Magnuson said the airlines were willing to negotiate regarding an increase in their landing fees which he said is the only way they can help airport financing.

# City To Seek Use Of Base Runways

By LLOYD TINNES

The city of Grand Forks will file a formal application with the U.S. Air Force this week for temporary use of air base runways during the period of runway repair work next summer at International Airport.

This is the present plan and will be carried out if a project for strengthening the airport's damaged runway is approved by the city council Monday night.

The project which was agreed on at a council committee of the whole meeting Wednesday night, includes a nine-inch overlay of asphalt or concrete to firm up the 6,500-foot north-south runway which has become badly cracked in some areas since last September.

Since the Wednesday meeting, Northwest Airlines has indicated that their large planes will require an additional 800 feet of runway within two years. This item will be included in the request for federal funds to help pay for runway improvement. The new runway cost has not been estimated.

## Material Costs

Cost of asphalt was estimated by engineers at about \$700,000 and of concrete about \$1.3 million, with the Federal Aviation Agency (FAA) assuming half the expense.

FAA officials have informed the city that the spring thaw will create unacceptable runway conditions and that no airlines planes will land at the airport after April 1, 1970 until repairs have been made.

Small cracks were first observed on the runway last June and larger cracks were found in September, becoming worse since that time. There is no problem during winter with the frozen ground but another runway must be found for use after April 1.

Because of this, the city is negotiating with the Air Force and with officials of Northwest Airlines and North Central Airlines which serve the local airport.

Col. Robert Green, air base commander, has informed Mayor Hugo Magnuson of requirements to be met before use of the air base runway can be considered.

## Air Force Requirements

Col. Green stated that it is his opinion that:

1. It would not be possible to use the Air Base facility for any longer than four months.
2. All transactions regarding passenger service and waiting periods would have to be handled at the airport in the present city facilities in the administration building.

3. Limousine service would have to be conducted from local airport facilities to take care of passengers.

4. Permission for use of the air base runway and the requirements stated are all subject to review by higher Air Force authority before an agreement can be reached.

Arrangements also would have to be made for refueling the planes. This could be done by the city's large refueling truck, the source of fuel being at the airport, according to Mayor Magnuson.

## Airline Needs

Meanwhile airport manager Norman Midboe is cooperating with the mayor in getting information from the airlines as to what service they will need at the air base, number and weight of airlines planes to be used, overnighing the planes and how freight, express and mail will be handled. The airlines would need permission to move equipment including forklift apparatus and other items to the air base and the privilege of parking it on the air base.

Vehicles entering the air base with passengers, panel trucks used and personal vehicles of airlines officials all would require permits. This is required in order to hold down the number of vehicles entering and leaving the air base.

Busing of passengers to the air base and return of passengers to the airport would be financed by the airlines and they also would have to pay much higher landing fees at the air base than they currently are paying the city at the local airport.

The airlines have been informed of Air Force requirements and Mayor Magnuson anticipates a reply from airlines officials early this week regarding their position in the matter.

## Limitation Concerns

The city is concerned about the four months' limitation on use of the air base runway starting April 1 because frost sometimes does not go out until April 6-26 according to past records. This could mean that contractors might not consent to start repair work on the runway until as late as June 1, leaving only two months to complete the runway project.

Engineers have estimated the asphalt job would require about three weeks but that concrete could take up to 2½ months.

The spring temperatures will determine how much time is available for construction work.

# Airport Problems High On City Council Agenda

Airport items are high on the agenda of the Grand Forks City Council meeting scheduled for 7:30 p.m. Monday.

First item is the awarding of contracts to low bidders for taxiways, grading for an instrument landing system and taxiway lighting at Grand Forks International Airport.

Northern Improvement Co. of Fargo, submitted the low bid for taxiway construction and ILS grading work with a figure of \$653,200. Fargo Electric Construction of Fargo was low for lighting with a bid of \$43,340.

Another airport matter involves what to do about the cracking of the main runway at the airport. Engineers have recommended an asphalt overlay to strengthen the runway and have provided cost estimates for both asphalt and concrete use. Decisions must be made by the council regarding

which type of overlay to use and also filing of an application for federal funds to help finance the job.

Other agenda items include tax abatement request, applications for extension of time for operation of certain taverns, decision on an application for a junk dealer's license, and other items.



## City Officials Waiting For Airlines' Response

City officials awaited word Monday regarding the airlines' needs in case their plane service is shifted to Grand Forks Air Force Base from International Airport next spring.

Airport Manager Norman Midboe said he has contacted both Northwest Airlines and North Central Airlines for information that will be required before the city completes its formal application to the Air Force for permission to use the base after the spring thaw begins.

The north-south or main runway at the airport already has sustained heavy damage and has developed large cracks since last September and the airlines have stated they cannot land planes at the airport after about April 1, 1970 until runway repairs have been made.

The airlines are considering various changes that must be made in the Grand Forks service operation if the air base runway is used in place of the city airport.

Airlines officials are considering whether any changes in schedules will be needed, handling of ticket sales, lobby space, transportation of passengers by airline vehicles between the airport and air base and other matters.

This information is required to complete an application to the Air Force for use of the air base and the terms must be agreed to by the Air Force before the change can be made.

Mayor Hugo Magnuson already has started negotiations involved in an application to the

Air Force at the request of the Federal Aviation Agency. He has made an early request to Col. Robert V. Green, commander of the air base and Col. Green has informed him that he has begun preparing the paper

work preliminary to forwarding the city's request to Air Force headquarters.

He informed the mayor that an approval would be required by Air Force Headquarters in conjunction with the Federal Aviation Agency and the Civil Aeronautics Board.

Green said a reply from Air Force will require about 60 days and that he will notify the mayor of the result.

A total of 18 flights take off and land at the airport daily. The service includes six "stretch" 727s and three regular 727s by Northwest Airlines and four big DC-9s by North Central Airlines, in addition to smaller planes.

## Fuel Sales Up At Airport With Twin Cities Strike

It's business as usual at Grand Forks International Airport despite a strike Sunday morning of airline fueling workmen at a principal fueling spot in the Twin Cities.

The International Association of Machinists (IAM) established picket lines at the Allied Fueling of Minnesota, Inc., tank

farm near the Minneapolis-St. Paul International Airport and at the Allied offices on the airport.

This prevents fueling there but airlines officials here said their planes have other fuel supplies available at points such as Chicago, Madison, Rochester, Fargo, Grand Forks and other points.

Airlines managers Howard Peterson of Northwest and James Butala of North Central both said the strike will have no effect on present airlines schedules at Grand Forks.

Norman Midboe, airport manager, said the strike already has boosted the daily sales of fuel to the airlines planes from about 5,000 gallons daily to 10,000 gallons a day.

## Runway Repair Aid Information Gathered

Gathering of information needed to fill out the formal application of Grand Forks City for federal aid to firm up the main runway at International Airport here was started this week by a local engineering firm.

The firm of Webster, Foster and Weston is checking cracks and other damage to the north-south runway to determine what sections must be replaced before a proposed 9-inch overlay of asphalt or concrete is made on the strip. They also must estimate costs of the replacement as part of the information for the application.

The Federal Aviation Agency (FAA) has stated that no airline planes will be permitted to land on the runway after April 1, 1970. The FAA anticipates that the spring thaw will cause increased cracking damage to the runway which already has been roughened by cracking since last September.

Meanwhile the city is

awaiting word from the airlines as to whether they can meet Air Force requirements if the Grand Forks AFB runway is secured for airlines use during construction work on the airport strip.

One problem to be considered is airline schedules which are set up for the whole airline system and decide whether the present schedules can be met at the air base in view of the extra work of transporting passengers between the air base and the airport.

If the application is approved by the FAA, the latter would provide one half of the construction cost.

## During Airport Work:

# Council To Ask Base Runway Use

The Grand Forks City Council voted unanimously Monday to file an application for use of the Air Force Base runway next spring and summer during runway repair work at the International Airport.

The council also employed the engineering firm of Webster, Foster and Weston and ordered them to prepare plans and specifications and estimates of costs for a nine-inch overlay of asphalt or concrete to strengthen the airport runway which became badly cracked this year.

### Runway Extension Needed

Northwest Airlines has indicated it will require an additional 800 feet of runway in about two years and the engineering firm was ordered to prepare plans and cost estimates covering an alternate plan including the overlay and the runway extension.

The Federal Aviation Agency (FAA) provides half the cost of runway construction. The city would pay half of an estimated \$700,000 for an asphalt overlay or of about \$1.3 million if concrete is decided on. A rough estimate of the 800-foot runway extension was placed at about \$200,000. The FAA has stated that no airline planes will be allowed to use the airport after April 1, 1970 until repairs have been made.

A taxiway beside the 6,500-foot runway is another airport construction project for 1970 and the council awarded contracts for this item. Northern Improvement Co. of Fargo, was awarded the taxiway construction on its low bid of \$658,000 and Fargo Electric Construction was the successful low bidder on taxiway lighting at a cost of \$48,340.

## 'Turnaround' Signs To Go Up At Airport Here

Erection of turnaround signs was scheduled to be started at Grand Forks International Airport Friday to guide airline pilots to thicker concrete in making turns on the main runway.

Turnaround and taxiing of planes, often on the eight-inch areas of the runway has caused severe cracking since last September and the new signs are designed to point the way to 10 or 11-inch areas which can bear greater stress without damage.

The signs are about four by eight feet in size, mounted on a wooden pole about five feet high and bear the inscription "Turnaround" and below this word read, "727 and DC-9."

The 727 is the designation of the big Boeing jets of Northwest Airlines and DC-9 is the large plane used by North Central Airlines.

By following the signs, planes would roll farther down the

runway from eight-inch to thicker runway, the length of the run depending on the plane load and the wind resistance.

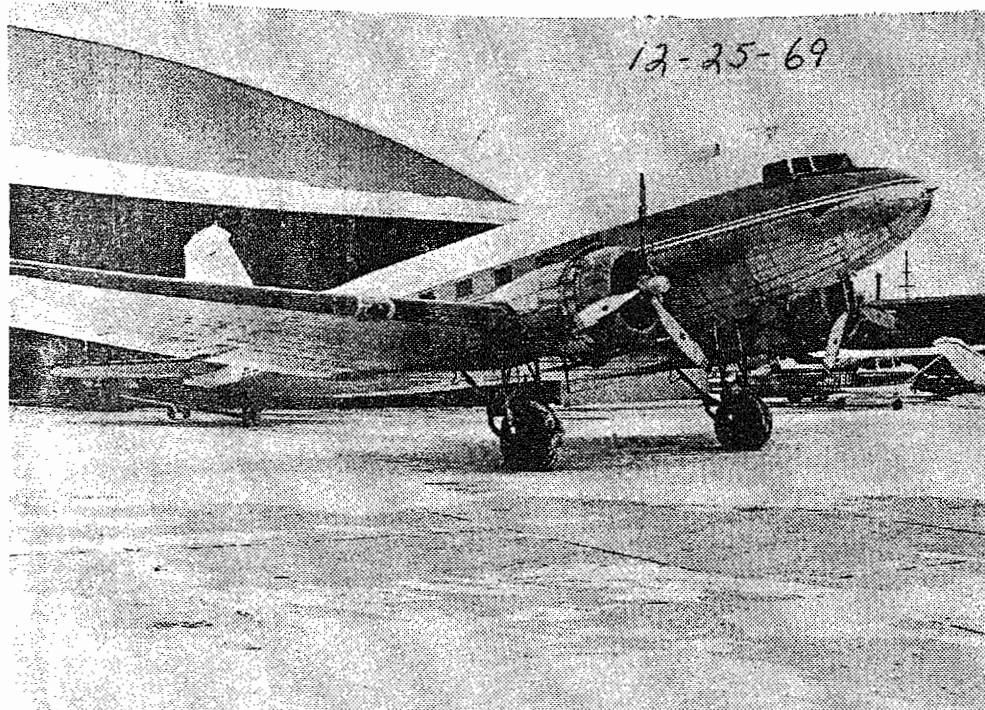
The signs aren't pertinent with the present frozen condition of the ground but they will be important at times when the ground is softer.

Cracking of the runway in recent months caused the announcement by the Federal Aviation Administration that no airlines will be landed at Grand Forks Airport after April 1, 1970 until repairs to the runway have been made.

An overlay of nine inches of asphalt or concrete is scheduled to be made in 1970 and the runway extended about 800 feet. Meanwhile the city has requested permission to use the Grand Forks Air Force Base runway.

The turnaround signs will provide guides for pilots until the thaw begins and also after runway improvements are made.





THIS IS THE 26-passenger Douglas DC-3 the University of North Dakota is renting from Air Investment, Inc. to serve as a substitute while its plane is being repaired.

### Pilot Is Praised:

## Deteriorating Bearing Found In UND's DC-3 Airplane Engine

By ART RAYMOND

A pilot's concern for the safety of his 26 passengers last week has temporarily grounded the University of North Dakota's Douglas DC-3.

Rising oil temperature and falling oil pressure in the plane's right engine alerted pilot Bill Knox to the problem.

Knox monitored the engine for about 20 minutes and decided it was best to shut down rather than run the risk of an unexpected engine failure and further damage.

### Deteriorating Bearing

Later investigation showed the cause to be a deteriorating engine bearing.

Passengers on the plane were members of the UND basketball team enroute home from Waterloo, Iowa, after playing the University of Northern Iowa.

The faulty oil pressure was discovered over Minnesota and the plane was grounded at Minneapolis-St. Paul International Airport.

Knox, a former airline pilot with over 14,000 hours in DC-3, CD-4, CD-6 and C-46 type aircraft, handled the plane so smoothly that most passengers were unaware of any trouble at all.

Knox holds an airline transport rating and has flown for UND since Harry E. Bradley, Houston Aviation Products, donated the Douglas DC-3 to UND.

### Top Pilot

Bill Knox is an outstanding pilot who is extremely well qualified to handle any situation he may encounter, said John D. Odegard, Aviation Department chairman at UND. "The University is fortunate to have a pilot of his caliber flying our planes."

Knox said "The DC-3 is, undoubtedly, one of the safest planes I've ever flown. It has amassed a safety record unequalled by any other aircraft to this date."

Due to the number of flights scheduled for the UND plane by various athletic groups the

engine trouble could not have come at a more inopportune time, said Aviation Department spokesmen. The tight travel schedule during the Christmas season begins Thursday and ends Jan. 11. It includes flights to Sioux Falls, S.D., twice and to Duluth, Minn., Bismarck, N.D., Mankato, Minn., and Denver, Colo. During the two weeks the University DC-3 is being checked out a substitute is furnished by Air Investment, Inc., Minneapolis.

The UND plane completed its annual FAA inspection for air

worthiness in September — and received an okay. About every three weeks the plane is checked out and serviced by mechanics in Minneapolis. Pre-flight checks are conducted before each flight by Knox. Each pre-flight check takes about 90 minutes.

The bearing in question could not have been discovered, other than how it happened, unless the entire engine was torn down. An alert pilot, spotting such departures from normal, as Knox did, prevents further damage to the engine.

## Air Force Okay Seen For Landing At Base

WASHINGTON — The Air Force probably will announce its approval within a few days for scheduled airliners to land at Grand Forks Air Force Base next spring during scheduled repairs of the main runway at Grand Forks International Airport, Rep. Mark Andrews said late Tuesday.

Andrews said that he had been assured by Air Force officials that problems connected with the city's request for use of base facilities could be worked out. The city expects to shut down airline service to In-

ternational Airport April 1 while the north-south runway is repaired and a nine-inch asphalt overlay is added.

The Air Force will require Northwest and North Central Airlines to provide bus service for passengers boarding or off-loading from their planes between International Airport and the base, Andrews said. No private automobiles can be driven on the base by passengers boarding the planes or by those meeting incoming passengers.

## Engineers Plan Report On Airport This Week

Engineers will report to Mayor Hugo Magnuson this week regarding preliminary plans and cost estimates for strengthening the main runway at Grand Forks International Airport, a proposed 800-foot runway extension, and on the state of runway deterioration.

The engineering firm of Webster, Foster and Weston expected to complete their check Monday of the cracking and

other damage to the runway from taxiing and turnarounds by the airlines' jet planes.

Information on the plans and costs and on runway damage is required for inclusion in a formal request by the city to use the airport at Grand Forks Air Force Base during construction work next spring and summer.

UND Aviation Program:

12-28-69

## North Central Representatives Teach Airline Operations Class

Representatives and executives of North Central Airlines are teachers for a newly-initiated class at the University of North Dakota.

The class "Airline Operations" consists of about 30 top students in the Aviation Department at UND. North Central is one of the country's largest regional air carriers. It provides speakers from its various departments to instruct the 30 students.

The Airlines Operations class is held each Thursday evening and is a part of the new Aviation Administration Program established at UND. The program provides the student with an aviation and business administration background.

North Central is the first

airline to extend such an education opportunity here.

Some of its representatives and areas of instruction covered are:

Gordon Amundson, manager, technical training, speaking on "Airline Equipment"; Jon Hartly, staff assistant, traffic and sales department, "Airline Traffic and Sales"; Stewart N. McLeod, manager, telecommunications, "Airlines Communications Systems"; Dave Padrta, assistant manager, station operations, "Station Operations"; Capt. L. E. Farrell, regional flight manager, "Flight Standards"; R. P. Johnson, manager, flight regulations, "Flight Operations"; James Butala, station manager, Grand Forks, "Airport Field

Trip", and Walter E. Nielsen, manager, general accounting, "Airline Finance".

"The willing participation of a major airline industry to further higher education is to be commended. We appreciate the efforts of North Central Airlines at the University of North Dakota in serving to more fully benefit the instruction of our students," said Dr. George Starcher, president of UND.

Student reaction to instruction by North Central Airlines has been "extremely enthusiastic," according to Aviation Department representatives.

"It is felt that a more realistic and practical approach is presented through this program," they said.



AVIATION DEPARTMENT CHAIRMAN John D. Odegard, right, greets Gordon Amundson, representative of North Central Airlines, for the new "Airlines Operations" course at the University of North Dakota. North Central is the first airline to extend such aid to UND. The two men are standing in front of North Central's DC-8 plane.

Construction would include adding a nine-inch overlay of asphalt to the present runway and also possibly a runway extension, depending on confirmation by the airlines that more length is needed for their big planes.

If both projects are decided on, both would be included in a request for federal funds

This came after an informal request by the city of Grand Forks for air base runway use which was relayed by the base here to Air Force headquarters in Washington. The information being compiled by the local engineers is needed to complete a formal request for air base use.

from the Federal Aviation Agency which would provide one half the cost.

Rep. Mark Andrews already has stated that the Air Force probably will announce its approval soon for scheduled airliners to land at GFAFB during runway repairs at the airport.



## Airline Formally Asks Longer Runway For New, Larger Planes

1-4-70

Northwest Airlines has informed Mayor Hugo Magnuson that a longer runway at Grand Forks International Airport will be required for the anticipated use of Boeing 720-B type jet planes here.

Mayor Magnuson had been informed orally earlier that the airlines might need about 800 feet added length to the present

6,500-foot main runway and had asked confirmation by letter.

A letter received Friday from Benjamin Griggs, Jr., vice president of Northwest Airlines, Minneapolis, stated that the Boeing 720-B is not now scheduled at Grand Forks but that provision for it should be made. This is because of the planned use of the local airport on flights between St. Paul-Minneapolis and San Francisco-Los Angeles. Griggs said Northwest wanted as many as possible of these planes to serve Grand Forks.

Griggs said the maximum landing weight of the 720-B requires 7,350 feet, or 850 feet longer than the present length. He believed a minimum of 500 added feet would serve in most cases. He asked that the mayor consider a minimum of 500 feet and maximum of 850 feet additional be considered for the runway improvement job scheduled next spring and summer, subject to concurrence of the Federal Aviation Agency and the availability of funds.

Mayor Magnuson also has in-

structed the engineering firm of Webster, Foster and Weston to prepare two alternate plans in addition to present plans for a nine-inch asphalt overlay to strengthen the present runway. One alternate would be for a 500-foot runway extension and the other for an 850-foot addition.

The mayor has made a request to the Air Force for use of the Grand Forks Air Force Base runway during construction at the airport because airlines officials have announced they will cut off service at the airport until the improvement has been made.

## City Okays \$600,000 Bonds For Runway Work

1-20-70

By LLOYD TINNES

A resolution authorizing the issuance of not more than \$600,000 in airport revenue bonds for improvement of Grand Forks International Airport was adopted unanimously by the city council Monday night.

By this action, the council authorized the city to borrow funds for improving its airport and air navigation facilities, with runway reinforcement, extension and resurfacing.

The bonds will "bear interest at the most favorable rate or rates obtainable" and will mature in not more than 30 years from date of issue. The bonds would be paid by revenues from the airport and its facilities.

Reinforcement of the 6,500-foot main runway is urgently

needed following notice by the airlines that they will not use the runway after April 1, 1970, because of its cracked condition. Northwest Airlines also stated it will need extension of the runway from 500 to 850 feet within the next two years to accommodate increased air service here. Cost of the runway project would be shared on a 50-50 basis by the government.

The city has requested the Air Force for use of the Grand Forks Air Base runway during work on the runway project and anticipates official approval of the request.

The matter of hiring a consultant to make a study of long term needs of the airport which has been urged by the Chamber of Commerce Aviation Com-

mittee was discussed. Mayor Hugo Magnuson said the council Finance Committee will submit a recommendation at the next council meeting on the matter.

The long term study suggestion might carry with it a plan for a regional airport authority including representatives of area counties, cities and towns in addition to the city of Grand Forks.

If such an authority were to be formed, it would require the consent of all political subdivisions in the region.

Mayor Magnuson then suggested that he call a meeting with other area subdivisions to get their reaction to the regional plan. The council adopted the suggestion.

Invited to attend the meeting under this plan will be representatives of Grand Forks, Polk and Walsh counties, East Grand Forks, and Crookston, and towns situated between Grand Forks and Hillsboro to the south, Lakota to the west, and in Walsh and Polk counties.

## Feasibility Of Airport Authority Discussed Here

2-17-70

Feasibility of an area airport authority was discussed at a meeting of an informal committee of Grand Forks city and Chamber of Commerce representatives at the city hall Tuesday morning.

The committee initiated a move to develop a schedule of needs of Grand Forks International Airport for the next 10 years. The airport's requirements to meet increasing air traffic demands here then would be presented to representatives of cities and counties which presently are served by the local airport facilities.

Final objective would be to bring other taxing units into the picture with a view to developing a broader tax base.

The City of Grand Forks is pressed financially to meet new runway, taxi strip and building projects and needs area help to keep the airport functioning properly and to meet new demands of the commercial airlines and the Federal Aviation Agency.

Maps and projections of runway and building needs of the airport will be developed and the results then will be presented to the city council and the aviation committee of the Chamber of Commerce for consideration.

Officials then will contact

other taxing bodies to determine the feasibility of an area airport authority.

Attending the meeting at city hall were Mayor Hugo Magnuson, E. J. Hanson and Ben Teague, officials of the Chamber of Commerce, Airport Manager Norman Midboe, City Engineer Frank Orthmeyer, K. B. MacKichan, chairman of the Chamber aviation committee, and Alderman Kenneth Vig.

## Airport Work Proposals To Get Council Attention

1-18-70

Alternate proposals for issuance of revenue bonds to finance improvements at the Grand Forks International Airport will be presented to the city council at its meeting set for 7:30 p.m. Monday.

The proposals are expected to be referred to the council's finance committee for recommendation at the following council meeting. During its study the committee also will have before it a recommendation from a Minneapolis bond attorney.

The alternate proposals include:

1. Overlay with nine-inch asphalt of the 6,500 foot main runway, \$781,000.

2. Extension of main runway for 850 feet, \$258,000.

3. Extension of main runway 550 feet, \$173,000.

4. Addition of 500 feet to parallel taxiway, \$117,000.

5. Add 850 feet to taxiway, \$166,000.

The total of the overlay cost, plus runway extension of 850 feet, plus 850 feet added to taxiway, would be \$1,205,000.

The committee could recommend a request to the federal government to help cover the entire amount or it could recommend any or none of the alternatives.

The money to pay off any amount of revenue bonds that may be decided on would come from airlines landing fees, sales of gasoline and oil, and other services.

Improvement of the runway and possibly also an extension of the landing strip is an urgent matter since the airlines have refused to use the runway after April 1 due to severe cracking of the concrete since last fall. The airlines stated they will not use the runway until it has been strengthened. Meanwhile, the city has requested use of the Grand Forks Air Base runway during the construction period this summer.

## Airport Study

1-19-70

OFFICIALS IN THE Fargo-Moorhead area are moving ahead toward the creation of a regional airport authority, recognizing that it should not be up to the taxpayers of Fargo alone to provide airport facilities for Cass and Clay counties and even residents of surrounding counties.

Similar action is needed in the Greater Grand Forks area and the sooner it can be started the better. But nothing is going to be done which would relieve Grand Forks of the burden of providing airport facilities, until a study has been made showing both what future work may be necessary and where the people come from who use the present facilities.

The Grand Forks City Council has had a request before it since last summer, from a special committee of the Grand Forks Chamber of Commerce, to initiate such a study. Nothing has been done about the request, despite its renewal in December when it became obvious that had such a study been made promptly the city would have been in better shape to consider how to go about making emergency repairs and strengthening of the main runway at Grand Forks International Airport.

The lack of a study prevented the council from considering possible alternatives to the action it took in ordering an overlay for the existing runway. And the lack of a study is preventing any serious steps toward broadening the base of taxpayer support for the future expenses connected with the airport.

The recommendation for such a study should not be pushed aside any longer. Its lack could jeopardize the entire future of commercial aviation serving the Greater Grand Forks area.

## ADOPT INITIAL RESOLUTION AUTHORIZING \$600,000 AIRPORT REVENUE BONDS OF THE CITY OF GRAND FORKS

BE IT RESOLVED by the City Council of the City of Grand Forks, North Dakota, as follows:

1. It is hereby determined, subject to the provisions of Section 4 hereof, that the City shall borrow money for improving its airport and air navigation facilities, including runway reinforcement, extension and resurfacing, and for that purpose shall issue negotiable Airport Revenue Bonds, payable from revenues of the municipal airport and its appurtenant air navigation facilities, subject to the prior lien on revenues pledged for the payment of the outstanding Airport Revenue Bonds referred to below, all pursuant to the provisions of Title 2, Chapter 6 of the North Dakota Century Code, as amended.

2. The maximum amount of Airport Revenue Bonds proposed to be issued is \$600,000. The bonds shall bear interest at the most favorable rate or rates obtainable, and shall be of serial maturity, the years of such maturities to extend not more than thirty years from date of issue. The assessed valuation of all taxable property in the City, viz., the full and true one hundred per cent value as finally equalized by the State Board of Equalization for 1969, is \$38,989,856. In addition to the outstanding balance of \$300,000 principal amount of Airport Revenue Bonds, the City has outstanding \$388,000 principal amount of general obligation bonds; \$564,713 additional indebtedness incurred by the assumption of portions of the cost of local improvements; \$9,875,549 principal amount of refunding improvement bonds and special improvement warrants payable primarily from special assessments and utility service charges, not chargeable against the constitutional debt limit but secured by the City's obligation to levy taxes for any deficiency in these sources of payment; and \$1,445,000 principal amount of water and sewer utility revenue bonds, not chargeable against the constitutional debt limit and payable solely from net revenues of the water and sewer utilities.

3. In accordance with the provisions of Chapter 49-35 and of Section 2-06-10 of the North Dakota Century Code, as amended, the City shall by further resolutions make and enter into covenants and agreements for the security of the bonds, to define the revenues pledged for the payment thereof and to assure the sufficiency and the segregation of such revenues; provided that if at any time all revenues appropriated and therefore collected for such bonds are insufficient to pay principal or interest, then due, the Council will be required by law to levy a general tax upon all of the taxable property in the City for the payment of such deficiency, and at any time such deficiency is likely to occur within one year the Council may in its discretion levy such tax, and such tax is not subject to any limitation of rate or amount applicable to other municipal taxes.

4. This resolution shall be published forthwith in the official paper of the City, and any owner of taxable property therein may within sixty days after such publication file with the City Auditor a protest against the adoption of the resolution. If the Council finds such protests to have been signed by the owners of taxable property having an assessed valuation equal to twenty per cent or more of the assessed valuation of all taxable property within the City, as last finally equalized, no further proceedings shall be taken under this resolution.

January, 1970.

Passed and adopted this 19th day of January, 1970.

H. R. MAGNUSON, Mayor.

Attest: R. S. NILES, City Auditor.

(January 23 and 30, 1970)

# Needs Urgent As Grand Forks Heads

JANUARY 25, 1970

## Into 1970s

### Council Faces Big Problems

By LLOYD TINNES

A "crisis of the seventies" lies ahead for the Grand Forks City Council as it faces up to challenging problems that likely surpass any such combination in the city's 80-year history.

The needs are urgent.

They can only be met with the help of state and federal funds.

The items involve the Grand Forks International Airport facing decisions vital to its survival as an airlines service center, the sewage lagoon, a public safety building, street and highway improvement, urban renewal — and lesser projects too numerous to relate.

Some of the jobs will be in construction in 1970, others are needed in two to three years. Still others have some urgency but may not be handled until later.

Mayor Hugo Magnuson said the project list is formidable but he's confident it will be met, with the help of federal and state aid and a lot of study and hard work.

THE MAYOR predicted a bright future for Grand Forks after the jobs have been done.

The project items involve construction of buildings, railway overpass structures and road and highway improvement, with the estimated costs to the city figured in the millions during the next decade. The city's share runs from 25 to 50 per cent for the various projects, with the rest from state and federal money.

A thumbnail of city costs, roughly estimated:

Airport: Runway, taxiway and buildings, \$1,300,000 or half of about \$2,600,000 total expense. The Federal Aviation Administration will install an instrument lighting system this year at its own expense.

Sewage Lagoon: Pre-aeration unit, \$495,480, city share of estimated \$1,081,884.

Public safety building: Fire-police headquarters building, \$350,000 to \$400,000, city share of \$700,000 to \$800,000. Also under study is a plan for a combined city-county law enforcement building, with cost not estimated, pending further developments.

TRAFFIC SYSTEM improvement: The overall complex includes total expenditures of \$5,286,000 for the five year period from 1969-1974, or an average annual cost of \$881,000. The city's share of these costs would include about \$280,000 for North Washington Street and Sixth Avenue S. improvements. City share not determined on the other projects.

A large share of the work is scheduled to be started in 1970-72:

This includes improvement of N. Washington Street and extension of Sixth Avenue S. from Washington Street to Interstate 29 with contracts for both projects to be let in May-June, 1970, and construction of an overpass of the Great Northern Railway tracks from Sixth Avenue S. to N. Eighth St. The overpass construction is dependent on the urban renewal project on which a supreme court ruling was anticipated in February.

Beyond 1972, the projects include reconstruction of the N. Fifth St. approach to Gateway Drive from University Avenue and resurfacing of Fifth Street from University Avenue to Belmont Road.

Scheduled for 1974 is the Columbia Road overpass from 2nd Avenue N. to Sixth Avenue S. and surfacing of County Road 5 from U.S. Highway 2 three miles south.

Rounding out the next decade will be improvements on Belmont Road, Fourth Avenue S., Minnesota Avenue, Columbia Road at Gateway Drive and at University Avenue, 32nd Avenue S., First Avenue S., Cherry Street and extension of 6th Avenue S. on county road 4.

A modern city water plant costing about \$1,800,000 to serve Grand Forks Air Force Base and increase capacity for city service has been built in the past two years although it has not yet been finally accepted by the city.

It was financed largely by federal funds except for about \$130,000 by the city.

Under construction and scheduled for operation in 1970 are two new sewage lift stations, one north of Western Potato Service on U.S. Highway 2 west, and the other in the Red River High School area. These are general fund items, not federal or state aid projects.

IMPROVEMENT OF the main runway of Grand Forks International Airport is a "must" item for the immediate future. The runway has cracked under the strain of increased numbers of big jet planes of Northwest Airlines and North Central Airlines and the two airlines have refused to use the damaged strip after April 1, 1970 until it has been strengthened.

The city council has ordered the engineering firm of Webster, Foster and Weston to prepare plans and specifications for two runway projects. One would be a nine-inch overlay of asphalt or concrete on the main runway and the other an 800-foot extension of the south end of the strip to meet anticipated airline requirements in the next two years.

The overlay is needed in 1970 and the city has requested use of the Grand Forks AFB runway during the construction period of the overlay and runway extension.

Meanwhile the city has requested from the Air Force permission to use the runway at Grand Forks Air Force Base during the construction period.

Mayor Magnuson has been told by Col. Robert Green, air base commander, that any permitted use of the air base runway must be limited to four months, starting April 1 and that all transactions about passenger service and waiting period must be handled at the airport. Limousine service for passengers between the air base and the airport must be provided by the airlines.

FINAL APPROVAL OF the Air Force arrangement, however, is subject to higher echelon ruling which may re-

quire two months, Col. Green said.

The city also is conducting a study in cooperation with the airlines on future problems at the airport including enlargement of sorely-crowded administration building, construction of another runway for the use of light planes, additional hangar and plane tie-down space and other items needed in the ensuing 10-year period.

Already scheduled for construction in 1970 is a 13-inch thick concrete taxiway alongside the 6,500-foot main runway. It is expected to relieve the strain of taxiing and turnarounds by the big jets on the 8-inch thick portion of the runway which ranges up to 11 inches deep in some areas.

The street department has installed signs along the main runway directing pilots where to make turns with least strain on the runway.

The city has under consideration purchase of a trailer-type, temporary traffic control tower for the airport and the Federal Aviation Administration has offered to man such a tower five days a week.

Associated in such a project would be the University of North Dakota which has initiated a new aviation program this year. It's a four-year course in the College of Business and Administration, with a major in aviation administration.

UNDER THIS PROGRAM, students would receive traffic control training in the airport tower, with an FAA instructor in charge. Graduates of this course would be rated air traffic controllers, a field in which there is a pressing need for trained men at present.

The million dollar pre-aeration complex at the city lagoon west of the city is a necessity to handle increased quantities of potato processing and other wastes which will be emptied into the sewage system from all areas of the city by next fall.

The rising volume of wastes require pre-aeration to reduce their density in order to lessen the load on the main lagoon. Air is the prime agent for "taming" sewage and the

pre-aeration unit will provide it by forced aeration under water.

Potato processing operations will rise sharply in 1970, especially at two of the larger local plants and the sewage load also is rising from the University of North Dakota, and other large waste-producing facilities in the city.

Potato processors meanwhile are installing facilities to reduce the density of their wastes before they are emptied into the sewage system.

WESTERN POTATO Service has just completed installation of its new dry caustic peeling process, a government aided project, which is designed to greatly reduce the liquids discharged into the city system. A lye solution is used to loosen the potato skins instead of the heavily-watered scrubbing procedures previously used.

The Pillsbury Company uses a settling basin to take off dirt off the tubers and the settled dirt is hauled out at intervals thus avoiding dumping it into the city system. The plant also has a mechanical mixing and aeration pre-treatment facility which will be used next fall when the plant increases its processing operation. Both plants have arrangements for hauling away the solid wastes.

The other two plants — Frito Lay and Rogers Brothers — are lesser operations than the two large plants but are cooperating to the extent of their facilities. Rogers filters potato wastes and hauls away the solids.

The city plans to test operation of the new pre-aeration unit at the city lagoon next fall to determine how well it is handling the increased wastes expected from the sewer lines. It may take several months to determine how well the operation is succeeding and in the meantime, the city will permit no new waste producing industries until a determination has been made.

THE NORTH DAKOTA Mill and Elevator which previously

washed grain with large quantities of water is going to dry cleaning of wheat which will cut down on chaff and dust emptied into the sewer system.

The city is working with microbiologists at the University of North Dakota regarding methods of reducing the basic oxygen demand (BOD) of sewage from the potato plants and also the grease and table wastes from the larger local dining places.

A new public safety building, possibly combining fire and police headquarters, or even a city-county law enforcement building, is an important item, costing \$700,000 to \$800,000. It is hoped con-

struction can be begun by early 1971.

A proposed site for a public safety building is the area now owned by the city at the rear of the Red Owl Store at 7th Ave. S. and Washington St.

Mayor Magnuson has asked the fire underwriters for an opinion regarding this location in view of the present street system, a possible railway overpass, and connections due in 1970 with Interstate Highway 29.

THE UNDERWRITERS earlier had recommended a new fire station to be built at 17th Ave. S. and S. Washington St. and another at University Ave. and N. 25th St.

Fire substations would have to be constructed later depending on future development of the city area.

Traffic poses an ever-growing problem on the highways within the city limits and the cost will be high for two major improvements scheduled for construction in 1970. One is the extension of four-laned Sixth Ave. S. from Washington St. west to connect with Interstate 29 and the other is the widening and improvement of N. Washington St. between First and Eighth Avenues N.

Both projects require large expenditure of funds including sizeable shares to be paid by the city.



In Application:

# Program On City Development Told

By LLOYD TINNES

Public improvements estimated to cost nearly \$14 million which are in progress or proposed are included in the city's application for recertification of its workable program of community improvement.

Projects in progress total an estimated \$3,626,754, with the city share at \$1,488,432. Proposed projects total \$10,272,000, with a city share of \$5,595,849. The overall total for present and future work is \$13,898,754, and city share, \$7,084,272.

The workable program must be furnished to the Department of Housing and Urban Development (HUD) for certain federally-aided projects including urban renewal. The fate of Grand Forks urban renewal project rests now with the North Dakota State Supreme Court which is considering a case originated here. The court's ruling will determine whether the local project shall move ahead or be ruled out.

The application lists many highway, building and airport projects, all of which will be submitted to the city council Monday night for its consideration. If passed by the council, the application would go to HUD for approval.

The following table shows projects in progress, including starting and completion date, total cost and city cost. Various methods of local financing have been proposed.

Projects In Progress

Name and site of project	Start	Complete	Total cost	City cost
Red River High Park	1968	1971	\$ 225,000	\$ 225,000
City Water Plant	1966	1970	\$1,700,000	\$ 26,000
Boyd Addition Park	1967	1973	\$ 50,000	\$ 50,000
Water	1970	1972	\$ 73,637	\$ 73,637
Sewers	1970	1972	\$ 161,844	\$ 161,844
Paving	1970	1972	\$ 551,951	\$ 551,951
Instrument				
Landing systems	1970	1971	\$ 37,500	
Lighting	1970	1971	\$ 91,200	
Airport taxiways	1970	1970	\$ 735,622	\$ 400,000*
*(City share for all three items)				
Proposed Projects				
Airport tower	1973	1973	\$ 500,000	None
Sewage Lagoon Treatment	1969	1970	\$1,010,000	\$ 424,112
DeMers Ave. overpass	1970	1973	\$2,550,000	\$2,550,000
Lighting System				
Gateway Dr.	1969	1970	\$ 172,000	\$ 43,000
Downtown parking	1970	1971	\$1,500,000	None
6th Ave. S. west to city limits	1970	1971	\$ 600,000	\$ 150,000
North 5th St. renewal	1970	1971	\$ 37,000	\$ 9,250
Safety buildings		1970	\$ 750,000	\$ 750,000
Library	1970	1971	\$ 750,000	\$ 650,000
Sewage lift stn.				
Highway 2 West	1969	1970	\$ 135,000	\$ 90,846
Sewage lift near Red Riv. Hi. Sci.	1970	1970	\$ 142,800	\$ 95,841
Wash. St., 1st Ave. N. to 8th Av. N.	1970	1970	\$ 810,000	\$ 202,500
Wash. St. lighting	1970	1970	\$ 111,200	\$ 27,800
Airport overlay and extension	1970	1970	\$1,205,000	\$ 602,500

3-5-70  
The 60-day protest period on a \$600,000 revenue bond issue for improvement of Grand Forks International Airport will expire March 24, according to Deputy Auditor R. L. Lerud. The bonds are to help finance a nine-inch overlay of the 6,500-foot north-south runway at the airport and extension of the runway up to 850 feet. Also included are extension of the lighting system and of the taxiway.

## Airport Taxiway Schedule Talked With Contractors

A tentative schedule for construction of the parallel taxiway to the main runway at Grand Forks International Airport was presented at a pre-construction conference in the airport terminal building Friday afternoon.

The overall cost of constructing the taxiway to the 6,500-foot north-south runway will run about \$800,000 with the city providing half the cost. The project includes paving, grading for an instrument landing system and relocation of power lines.

Northern Construction Co., the general contractor, offered a proposed schedule calling for the start of excavation work about May 5, placing of concrete about June 1, and completion of the job the first week in August.

Lloyd Weston, the project engineer, presented plans and specifications for the work to the group which included representatives of the two airlines, the city council, the city engineer, the contractors and the Federal Aviation Agency.

The FAA asked the contractor to show how he will implement the requirements for non-discrimination in employment of workers. The contractor replied his firm will support the non-discrimination requirements called for by the specifications.

Safety procedures and coordination with the airport manager were discussed.

The contracts call for a penalty of \$100 a day for non-completion. Instrument landing system grading would be penalized after Sept. 1 and uncompleted paving after Oct. 1.

## Airport Funds Bill Considered

BISMARCK (AP) — Bill drafts which would channel federal airport funds through the State Aeronautics Commission and update a state law on the recognition of notarial acts are being considered by a legislative interim committee on model laws and intergovernmental cooperation.

Present state law is permissive in that municipalities may have the State Aeronautics Commission act on their behalf in the matter of federal airport funds.

The proposed measure would channel all applications for federal funds through the aeronautics commission and have the commission disburse all funds to the local airport authorities.

airport construction, improvement, maintenance or operation. The commission, in addition, would be authorized to let contracts for airport work partly or wholly financed through federal funds.

The commission would receive no part of the federal funds as a fee.

The federal funds, however, could be disbursed only "according to legislative appropriations and upon such terms and conditions as prescribed by the United States."

The commission also would have authority to receive funds other than federal for itself or the various municipalities for

## Air Force Okays Use Of Base Runway By Airlines

By LLOYD TINNES

The Air Force has granted permission for commercial airlines to use the runway at Grand Forks Air Force Base during this year's construction work at the International Airport.

Word telephoned to Mayor Hugo Magnuson and the Herald from Sen. Milton R. Young, R-N.D., said that the airlines could use the air base runway from April 15 to Aug. 15.

During that period the airport work will include a nine-inch overlay of asphalt to strengthen the 6,500-foot north-south runway, building a new taxiway alongside the runway, and extensions of 850 feet each on the runway and the taxiway.

The taxiway contract has been let and work will begin as soon as weather permits. Plans for the runway overlay and extensions are being drawn and bids will be called for as soon as possible afterward. The bid calling will depend on federal approval of the city's application for government aid for the runway job.

proval of the city's application for government aid for the runway job.

The runway overlay was deemed necessary to bolster the concrete strip which had developed large cracks last fall, and the Federal Aviation Agency notified the city that it would permit no commercial planes to land after April 1 because the spring thaw would worsen the condition of the runway.

Airport Manager Norman Midboe said the airline service of Northwest Airlines and North Central Airlines as well as that of other planes will be uninterrupted until April 15.

After that time, the Northwest Airlines planes will move to the air base but North Central Airlines still will be able to operate most of its passenger fleet from the airport.

Midboe said the only restriction on runway use after April 15 will be on gross weight. Planes weighing more than 75,000 pounds cannot land at the

airport after the deadline. This eliminates Northwest planes — heavy fan jets weighing well above that figure.

North Central will continue to operate its 580 convairs which weigh about 53,000 pounds but will have to move to the air base with its DC-9s which exceed the weight limit.

All other plane traffic will operate as usual after the deadline and until construction work begins to hamper use of the main runway. This will permit all light planes, the smaller business type planes and the ones used by the University of North Dakota's aviation department to proceed normally.

Midboe said the real problem will come when work crews begin putting on the asphalt overlay on the runway. Use of the runway after that time will have to be worked out with the contractor. Taxiway construction can proceed as usual because that will be done on space not presently used.

3-30-70  
The new snow posed no particular problems at Grand Forks International Airport Sunday and Monday. The main runway was cleared of snow Sunday night and remained in good condition Monday. Flights came and went as usual, Airport Manager Norman Midboe said.

## Airport Terminal Expansion Talked

Expansion of terminal building facilities at Grand Forks International Airport was discussed at a meeting of city and airlines representatives at the airport Friday afternoon.

Representatives of Northwest Airlines and North Central Airlines stated there is an immediate need for expanded facilities for baggage, customer lounge areas and space for airlines ticket sales and office space.

Engineering officials of the airlines were given copies of the original plans of the present building for study. They will inspect the plans and said they would provide a suggested plan for the increased facilities within about two weeks.

The terminal building needs will continue this summer despite the transfer of some airlines planes to the air base. This is because the tickets and baggage will be handled as usual

at the airport through the runway construction work period from April to mid-August.

Attending the Friday meeting were Mayor Hugo Magnuson, Jim Butala, North Central Airlines manager; Howard Peterson, Northwest Airlines manager; aldermen Earl Isaacson, Kenneth S. Vig, Henry Havig and C. J. Thomforde.

Robert O. Ritchie, Northwest Airlines, St. Paul; R. G. Cooper, North Central Airlines, Minneapolis; airport manager Norman Midboe, Frank Orthmeyer, city engineer, and E. J. Hanson, traffic manager, Grand Forks Chamber of Commerce.

During Work at International Airport: 3-30-70

## Rules Set For Use Of Air Base Runway By Commercial Planes

Ground rules for temporary civil use of Grand Forks Air Force Base during construction at International Airport have been received by Mayor Hugo Magnuson.

Airport work scheduled for the period between April 15 and Aug. 15 includes a nine-inch overlay of asphalt to strengthen the main runway, construction of a new taxiway alongside the 6,500-foot runway, and extensions of the runway and taxiway.

### Restrictions Listed

The list of rules for air base use during airport work which were laid down by the Air Force include:

—Provisional use of Grand Forks AFB only for the period April 15-Aug. 15.

—Military flying operations to have priority over civil flying operations. Airport officials did not expect military traffic of sufficient volume to interfere with use by the airlines.

—Civilian use limited to scheduled air carriers holding a valid Air Force form for this purpose.

### General Use Banned

—General aviation not permitted the use of the Air Force Base except for emergency situations. These could include forced landings caused by engine trouble, fuel shortage, bad weather, etc.

—Landing, parking and storage fees to be charged all civil aircraft operators at Air Force rates. The landing fee will be 15 cents per 1,000 pounds gross certificated landing weight compared with 8 cents per 1,000 charged at the airport.

—Payment of claims submitted by the contractor resulting from work stoppages on Grand Forks AFB runway or ramp construction projects which are a direct result of civil airline operations.

### Overnight Use Limited

—Aircraft allowed to remain overnight only at the discretion of the base commander. This applies mainly to cases where overnighting planes are forced to move off the airport during construction work on the main runway. During such construction, both lightweight and heavy planes will have to move to the air base. At other times, any planes under the 75,000 weight limit would continue to use the airport.

—Refueling of all civil aircraft by civil operators will be done in accordance with Air Force refueling procedures and safety standards.

During the April 15-Aug. 15 period, Northwest Airlines must move all of its planes to the air base because its planes are above the weight limit. North Central Airlines has a number of

planes which are below the weight limit and these would not have to move out except during actual work on the main runway.

Work on the taxiway will not interfere with main runway use, Airport Manager Norman Midboe said.

During the construction period, airline passengers will use the airport terminal as usual, getting their tickets and handling baggage there. They will be bused back and forth from the air base and the airport by airlines buses.

VOL. 91, NUMBER 283

GRAND FORKS, NORTH DA

# AIR SERVICE

KOTA, SUNDAY, APRIL 5, 1970

PRICE 20¢

# ENDANGERED

## U.S. Part In Local Job Shaky

By LLOYD TINNES

Grand Forks city faces a threat to continued commercial airlines service the extent of which will not be known until after July 1.

Engineers are preparing plans for improvement of the cracked 6,500-foot main runway at International Airport but whether they can be carried through the contract stage depends on funding by the 1970 federal-aid airport program.

The Federal Aviation Administration has advised Mayor Hugo Magnuson that "we are unable to program this work due to the limited federal funds available."

Meanwhile, the city has received permission from the Air Force to use the Grand Forks Air Force Base runways during the period from April 15-Aug. 15 including runway improvement work at the airport.

Mayor Magnuson said he will propose to the council that a call for bids be issued for a 9-inch asphalt overlay of the runway, repair of broken areas, and extension of the runway and taxiway strips. The bids would be subject to acceptance by the FAA and funding after July 1.

### May Seek Extension

But if no funds are made available by the new airport-aid bill, the city would have to seek an extension of the Aug. 15 time limit on using the air base runways.

The city then would hope to repair the runway's broken area of about 1,000 feet so that it could be used by the airlines after about October. By that time, the new taxi strip would be available and would relieve stress on the runway from turnarounds made by the heavier airline planes after landing. Cost of repairing the broken area was estimated at from \$50,000 to \$80,000.

The cost of the complete runway improvement project including the overlay, extensions of the runway and taxiway and lighting was estimated at \$1,220,000 with the government sharing 50 per cent of the expense.

### Runway Completion Possible

If funds should be made available by some time in July, it is anticipated that the runway overlay and extension could be completed this fall.

Meanwhile nothing can be done on airport runway improvement until July except for the proposed call for bids subject to FAA approval.

If this procedure should be adopted, the low bidder would be known and letting of the contract would be speeded up followed by construction work.

Mayor Magnuson has contacted members of the North Dakota congressional delegation in Washington, who have promised whatever help they can secure from the FAA and other federal areas. The airport-aid bill presently is in conference and there reportedly are substantial differences between two versions of the bill.

### Some Hope Expressed

There was some hope expressed in a letter to Mayor Magnuson from Edward C. Marsh, central regional FAA director, who said, "We believe that passage of the pending airports-airways bill will allow more substantial participation by this agency in airport development throughout the United States. You will be notified if and when a new program is announced."

Mayor Magnuson said he will do everything possible to keep the air services operating here.

## Joint Fargo-Grand Forks Air Terminal Envisioned 3-25-70

FARGO, (AP) — Fargo Mayor Herschel Lashkowitz said Tuesday he had been involved in recent discussions with "private interests" on a long-range plan for a joint Fargo-Grand Forks airport located at a site between the two cities.

Lashkowitz said discussions had been taking place informally, and more talks were planned. Airport officials would eventually be brought in, the Mayor said.

Grand Forks Mayor Hugo Magnuson, contacted about the talks, said "I don't know anything about it. Lashkowitz has not contacted me."

Nicholas Schuster, airport commissioner and chairman of

the Fargo Municipal Airport Authority, made no comment on Lashkowitz' report on the airport talks.

Lashkowitz said he could not reveal the names of those involved in the discussion, but he said he would report on the matter again.

Increased air traffic and congestion were some of the reasons cited by Lashkowitz for a joint Fargo-Grand Forks airport.

### MORE BREAKFASTS

WASHINGTON — In 1968, about 167,000 children were eating school breakfasts; last year the figure almost doubled, reaching 300,000.

## Northwest Gives Proposal For Airport Terminal Improvements 3-31-70

Northwest Airlines has suggested enlargement and improvement of the terminal building at Grand Forks International Airport to cope with increased airlines passenger traffic and to relieve the pressures on present facilities.

The proposal of the airline, accompanied by drawings, have been received by Mayor Hugo

Magnuson for consideration of the city council. Mayor Magnuson had asked Northwest and North Central Airlines to make suggestions to meet present terminal building needs. No word has been received from North Central.

Robert O. Ritchie, director of facilities planning for Northwest Airlines, suggested that "the

first stage of construction consist of an addition on the field side and the customs (north) side. This would have the effect of doubling the public circulation space, restaurant, and provide additional space for the airline operations. The plan also would remove the baggage claim from the airline counters which should also result in improved passenger relations."

A future stage suggested would consist of the construction of the elevated concourse to provide bridge loading of the aircraft as well as to provide additional space for the public.

Ritchie suggested local officials review his suggestions and then consult to formulate a course of action.

Airlines planes have refused to use the International Airport runway after April 15 and the Federal Aviation Agency has placed a weight limit of 75,000 pounds on planes using the airport between April 15 and Aug. 15. This eliminates all Northwest Airlines planes and heavier North Central planes which will operate from the Grand Forks Air Force Base between April 15 and Aug. 15 but allows lighter North Central planes to continue operations.

The Air Force has granted permission for use of the air base during the period after April 15 while runway construction and improvement work is in progress. This includes an overlay on the main runway and construction of a new taxiway and other items.

General aviation including light planes will continue as usual at the airport and passengers will be bused by the airlines between the airport and the air base.



## Federal Aid For Airport Doubtful

Availability of federal funds for runway improvements at Grand Forks International Airport will be doubtful until new legislation is adopted by Congress.

Mayor Hugo Magnuson said the Federal Aviation Administration has informed him that it will not know whether funds will be available or how much will be available until a new federal aid airport program has been passed.

The need at Grand Forks is for money to help build an

urgently needed 9-inch overlay of asphalt to strengthen the 6,500-foot main runway at the airport to permit use of the runway by the heavier type of airline planes.

The application to the FAA by Grand Forks city also included money to lengthen the runway and its taxiway by 850 feet and for other items which will meet the requirements of planes serving the airport.

The FAA has banned use of the airport by planes weighing more than 75,000 pounds after April 15. This would bar all

Northwest Airlines planes and the heavier planes of North Central Airlines.

Meanwhile the air force has granted permission for use of the Grand Forks Air Force Base during the April 15-Aug. 15 period of construction work at the airport.

Mayor Magnuson said he is still hopeful that funds will be made available to proceed with the construction job but that plans for future funding are indefinite.

He is contacting members of the North Dakota congressional delegation and departments in Washington. The airport funding bills were reported to be in conference but the outcome will remain in doubt until the airport program is adopted.

## Airlines Start Base Runway Use Friday

Commercial airlines serving Grand Forks will begin using the Air Force Base Friday, according to tentative plans which were being finalized Wednesday, according to Mayor Hugo Magnuson.

Planes of Northwest Airlines and North Central's heavy type planes were scheduled to use the air base between April 15 and August 15 during construction work at Grand Forks International Airport.

The time was extended to Friday, pending the final completion of contracts between the Air Force, Grand Forks city and the two airlines.

The contract between the city and Air Force holds the city responsible for payment of any claims arising from interference by the airlines with certain work scheduled to be done at the air

base this summer. The city in turn was completing agreements which would transfer such liability to the airlines.

The work on the airport includes strengthening the 6,500-foot main runway with a 9-inch asphalt overlay, extension of the runway and a new taxiway by 850 feet and runway lighting.

The airlines had refused to use the airport after April 15 because it's already cracked condition would be worsened by the spring thaw. The overlay is designed to remedy the situation.

Contracts already have been let for the new taxiway paralleling the main runway but funding of the runway improvements still needs final approval by the Federal Aviation Administration. The FAA, an-

(Turn to Page 2, Col. 2)

## AIRLINES

(Continued from Page 1)

anticipates this help could come from passage of the new federal airport-aid bill which is scheduled to be handled in Congress after July 1.

The city planned that while awaiting this funding, it could call for bids on the construction, making them subject to funding by the airport aid bill. Then contracts could be let under this arrangement and if and when the funds are available, work could proceed immediately without waiting on contract letting.

Meanwhile the airlines are preparing to move their baggage and freight handling to the air base, probably on Thursday. All Northwest Airlines planes must use the air base during the construction period and the DC-9's, which are North Central's heavy planes also must go to the air base. The North Central's Convairs, which are lighter planes could continue to use the airport as well as any other planes below the 73,000 pound weight limit set by the Federal Aviation Administration.

Airlines passengers, however, will continue to handle ticket purchases and handle baggage at the airport. The passengers will be bused between the airport and the air base by leased buses provided by the airlines.

## Airport, Highway Work Agreement Get Approval

By LLOYD TINNES

Agreements for airport and highway construction projects were approved by the Grand Forks City Council at an adjourned meeting Thursday night.

Mayor Hugo Magnuson was authorized to execute agreements covering construction work on Sixth Avenue S. and N. Washington Street and other agreements in connection with the use of the Grand Forks Air Force Base for commercial airlines during construction

work at the International Airport.

An offer by the Federal Aviation Agency (FAA) to finance 16-hour-per-day staffing of a control tower at the airport was referred to the finance committee. The offer was contingent on the city's furnishing a temporary control tower.

Airport construction includes placing a 9-inch asphalt overlay to strengthen the 6,500-foot main runway, extending the runway and an adjacent taxiway 850 feet

and providing runway lighting.

Agreements between the city, the airlines and the Air Force cover the use of air base runways during the airport construction work. The period from April 15 to Aug. 15 is specified for the agreements but the time could be extended if required.

### Agreements Approved

One agreement with the Air Force holds the city responsible for the payment by the airlines of landing fees and other charges connected with use of air base runways. Another agreement holds the city responsible for payment of any costs to the Air Force which might stem from interruption with construction work being done on the air base. Other agreements pass the responsibility for the payments from the city to the airlines.

The council also voted to exercise an option to purchase land needed for installation of an instrument landing system from Albert Larivee. The 40 by 600-foot strip of land extends south from the end of the present runway extension and from the end of the extension of the taxiway to be built this year. The price was \$5,550 including \$550 for the land and \$5,000 for the land separation which divides the farm land.

### Airport Plans Referred

Plans and specifications for the airport improvements were referred to the finance committee. If later approved by the council, the city could call for bids and let a contract for the work subject to approval by the FAA before work was started.

## Arrangements For Move To Base Made

Arrangements for shifting the heavy commercial airlines traffic from Grand Forks International Airport to the Air Force Base were proceeding Thursday.

Northwest Airlines has finalized its agreement with the city concerning the arrangement and will move to the air base Friday morning. North Central Airlines expected to have its agreement signed Friday and move to the air base Saturday.

The plans call for use of the air base until about Aug. 15 when construction work on the airport runway is expected to be completed.

Bids will be taken May 18 for improvements at Grand Forks International Airport including an overlay of the main runway, extension of runway and taxiway and lighting. The Federal Aviation Administration has checked the plans for the work but no actual construction can be started until the city receives authorization from the FAA to proceed. Bids are being taken early so that a contract can be let as soon as authorization to proceed has been received.

## 4 Council Members End Terms; Gilbert Appointed

By LLOYD TINNES

Four members of the Grand Forks City Council bowed out Monday night to the applause of the remaining 10 as they accepted congratulations.

Heading the group in years of service was F. C. Bundlie, ending 24 years on the council. He had been honored previously at a retirement party given by the council. He was presented a book of colored pictures taken at the previous party.

The others were Mrs. Virginia Rose Kowalczyk, finishing 12 years; Earl Strinden, eight years, and Donald Berg, four years. Each was presented with an engraved plaque for "outstanding service" by Mayor Hugo Magnuson on behalf of the city of Grand Forks and responded with brief acceptance and farewell talks. Bundlie received his plaque at the earlier party.

A council seat which has been vacant since the recent death of W. E. Freeman was filled by Mayor Magnuson with the appointment of Donald L. Gilbert, 1430 S. 17th St., to serve out Freeman's Third Ward term of two years. The council approved the appointment effective at once.

Gilbert is durum sales manager for the North Dakota State Mill and Elevator.

The council also:

— Approved plans and specifications for airport runway improvement. Four options were provided for approval by the Federal Aviation Administration. They are, a nine-inch asphalt overlay to strengthen the main runway, extension of runway and taxiway 850 feet, extension of the two by 500 feet, and in case the FAA fails to approve any of the options, then to replace the broken area of the present runway as a temporary measure, without federal aid.

— Adopted increased aircraft storage rates at the airport, the hikes averaging about 20 per cent over the present charges which range from \$25 on lightest planes to \$175 on the largest planes.

— Approved retaining for a \$3,500 fee the firm of Engineering Associates of Grand Forks to draw plans and specifications for a basic heating system for city hall.

— Referred to committee a proposal for K. B. MacKichan and Associates to assemble a

large new city wall map at a cost of \$1,625.

— Sent back to committee the proposed moving of a frame building from 601 S. 17th St.

— Ordered plans and specifications for paving 13th Avenue N. and on Eighth Avenue S. from 16th to 17th Street and S. 16th Street from Seventh Avenue S. to Eighth Avenue S.

— Adopted an ordinance providing that Aetna Life and Casualty Co. prepare a pension plan for city employees which would become effective when a satisfactory contract is reached between the company and the city. The ordinance would become effective Jan. 1, 1970, and provides for a maximum of 10 years in addition to the service of present employees.

— Adjourned sine die until the new council to meet at 7:30 p.m. Tuesday for reorganization and designation of committees by the mayor.

### PROPOSAL REJECTED

PARIS (AP) — The Viet Cong rejected today a French proposal for a new international conference to restore peace in Indochina.



# ADVERTISEMENT FOR BIDS STRENGTHEN NORTH-SOUTH RUNWAY PAVE AND LIGHT EXTENSION OF NORTH-SOUTH RUNWAY & TAXIWAY 11.5 GRADING 4-24-70 GRAND FORKS INTERNATIONAL AIRPORT

NOTICE IS HEREBY GIVEN by the City Council of the City of Grand Forks, North Dakota, that the City Auditor will receive sealed bids no later than 5:00 P.M. Central Daylight Time, May 13, 1970, and that said Council will be in session on the 15th day of May, 1970, at the hour of 7:30 P.M. Central Daylight Time, at the Council Chambers in the City of Grand Forks, North Dakota, to receive sealed bids for the furnishing of all labor, tools, material and equipment necessary to construct, strengthen and improve, namely, just runway lights, pave and light runway and taxiway extensions (550 feet or 500 feet), grade and seed related areas. All work to be done for the Grand Forks International Airport, Grand Forks, North Dakota.

Plans and Specifications are on file in the office of the City Auditor, Grand Forks, North Dakota. Copies of the Plans and Specifications and other bid documents may be obtained by depositing four dollars (\$4.00) with the City Auditor or WESTER, FOSTER & WESTON, CONSULTING ENGINEERS, 316 Cambridge Street, Grand Forks, North Dakota 58201. For each set so obtained, twenty dollars (\$20.00) of the deposit will be refunded to those who return the documents in good condition to the Engineer ten (10) days after the date set for opening of bids.

The work consists of the following approximate quantities:

SCHEDULE 1-G: (General-Runway Strengthening) 60,000 ton bituminous base and surface course; 4,530 S.Y. 8" concrete removal and replacement; joint and crack repair; 6,000 C.Y. earthen embankment; 20 acres turling; paint runway stripes and markings.

SCHEDULE 1-E: (Electrical-Runway Strengthening) Adjust elevation of 37 existing L-819 and L-822 lights.

SCHEDULE 2-G: (General-Runway Extension) 25,000 ton bituminous base and surface course; 40,000 C.Y. unclassified excavation; 28,400 C.Y. earthen embankment; 20 acres turling; paint runway stripes and markings.

SCHEDULE 2-E: (Electrical-Runway Extension) 9 new runway lights L-819; 8 threshold lights relocate; 5,300 Ft cable trench; 6,000 Ft counterpoise cable; 5,370 Ft 3 KV cable; 3,370 Ft 3 KV cable; remove identifier type REIL lights; 80 Ft single or double cell underground duct; 60 Ft 15 cell underground duct; 7.5 KW regulator L-819; L-822 regulator control; temporary rewiring.

SCHEDULE 3-G: (General-Runway & Taxiway Extension) 25,000 ton bituminous base and surface course; 5,570 S.Y. 13" Portland Cement concrete pavement; 2,000 C.Y. aggregate base; 200 Ft C.M.P. culvert; 38,000 C.Y. unclassified excavation; 38,000 C.Y. earthen embankment; 25 acres turling; paint runway and taxiway stripes and markings.

SCHEDULE 3-E: (Electrical-Runway & Taxiway Extension) 10 new runway lights L-819; 8 threshold lights relocate; 7,700 Ft cable trench; 8,640 Ft counterpoise cable; 13,900 Ft 3 KV cable; 8,320 Ft 3 KV cable; remove identifier type REIL lights; 240 Ft single or double cell underground duct; 60 Ft 15 cell underground duct; 7.5 KW regulator L-819; L-822 regulator control; 34 new taxiway lights L-822; temporary rewiring.

SCHEDULE 4-G: (General-Runway Extension) 15,000 ton bituminous base and surface course; 27,000 C.Y. unclassified excavation; 19,200 C.Y. earthen embankment; 14 acres turling; paint runway stripes and markings.

SCHEDULE 4-E: (Electrical-Runway Extension) 7 new runway lights L-819; 8 threshold lights relocate; 4,600 Ft cable trench; 5,200 Ft counterpoise cable; 5,370 Ft 3 KV cable; 3,370 Ft 3 KV cable; remove identifier type REIL lights; 80 Ft single or double cell underground duct; 60 Ft 15 cell underground duct; 7.5 KW regulator L-819; L-822 regulator control; temporary rewiring.

SCHEDULE 5-G: (General-Runway & Taxiway Extension) 15,000 ton bituminous base and surface course; 3,340 S.Y. 13" Portland Cement concrete pavement; 1,200 C.Y. aggregate base; 200 Ft C.M.P. culvert; 32,300 C.Y. unclassified excavation; 23,000 C.Y. earthen embankment; 18 acres turling; paint runway and taxiway stripes and markings.

SCHEDULE 5-E: (Electrical-Runway & Taxiway Extension) 6 new runway lights L-819; 8 threshold lights relocate; 6,300 Ft cable trench; 7,300 counterpoise cable; 13,100 Ft 3 KV cable; 3,320 Ft 3 KV cable; remove identifier type REIL lights; 240 Ft single or double cell underground duct; 60 Ft 15 cell underground duct; 7.5 KW regulator L-819; L-822 regulator control; 30 new taxiway lights L-822; temporary rewiring.

SCHEDULE 6-G: (General-Concrete Repair) remove and replace 4,530 S.Y. of 8" concrete and 10" thick aggregate, remove and replace 20 S.Y. of 10" concrete and 10" thick aggregate.

Each bid shall be accompanied by a certified check, cashier's check, or bidder's bond in the amount of five hundred dollars (\$500.00) made payable to the Mayor of the City of Grand Forks, North Dakota, and a bidder's bond in the full amount of the bid. The bid security which must accompany each bid is required as a guarantee that the bidder will enter into a contract with the Owner for the work described in the Proposal and furnish a performance bond as specified. All checks and bonds shall be issued in compliance with statutes governing this class of work.

The work in the improvement is required to be started on a date to be fixed by the City Council of the City of Grand Forks, North Dakota, notice of which will be given to the Contractor ten (10) days in advance. Work under Schedules 1-G and 1-E shall be completed prior to August 15, 1970 and work under the other Schedules shall be completed prior to October 31, 1970.

The City of Grand Forks, North Dakota, reserves the right to hold all bids for a period of sixty (60) days after the date set for opening thereof and to reject any set or all of the bids and waive defects and to accept any bids should it be deemed that the public good and also reserves the right to reject the bid of any party who has been delinquent or unfaithful in the performance of any former contract with the City.

The proposed contract is under and subject to Executive Order No. 11246 of September 24, 1965, and to the equal opportunity clause. The requirements for bidders and Contractors relative to this order are included in the Specifications. The Bidder (proposer) must supply all the information required by the bid or proposal form.

Each bidder shall place his bid in an envelope and on the outside of the envelope shall mark the nature of the proposal and the name of the bidder. Contractor's state license number and class must be shown on the bid and on the outside of the envelope.

DATED this 20th day of April, 1970, by order of the City Council of Grand Forks, North Dakota.

R. S. NILES  
City Auditor  
SEAL  
April 24 & May 1

## Herald Editorials 4-26-70 Airport Costs

THE COST OF PROVIDING airport service for a wide region, even with federal aid, is getting beyond the financial power of any single city.

Including work under way or programmed for this year, Grand Forks International Airport faces improvements during the next ten years which are estimated to cost approximately \$11 million. The citizens of Grand Forks cannot be expected to provide such financing, even on a 50-50 matching basis with the federal government, during the next decade.

The airport, of course, does not only serve residents of this city. It is the air transportation center for people for up to 100 miles around the city. The airport is just as important to the air traveller from Grafton, Crookston or Petersburg as it is to the person from Grand Forks who is going someplace by air. But those from a slightly greater distance, and even those from East Grand Forks, get the convenience of the airport without sharing in its costs.

More than \$2 million in improvements and repairs are contracted or programmed for this year, including a parallel taxiway, repair and strengthening of the main north-south runway, extension of the runway and taxiway by 850 feet, and an instrument landing system.

The damage to the north-south runway has forced the biggest airliners serving Grand Forks to temporarily use Grand Forks Air Force Base runways. Repairs and

an overlay on the damaged runway are scheduled for this summer, if needed federal funds become available after July 1. Grand Forks will be forced to finance the portion of that work not covered by federal funds.

For the remaining \$9 million needs foreseen by city engineering and airport personnel through 1980, a wider participation in the financing is required. The answer would seem to be an airport authority embracing Grand Forks and East Grand Forks, Grand Forks and Polk counties and surrounding counties and cities which benefit from the airport.

Meanwhile, we should continue to explore the possibilities of a major Red River Valley airport between Greater Grand Forks and Fargo-Moorhead. It is possible that if such an airport were constructed, in the vicinity of Hillsboro, a major part of the \$9 million now being anticipated could be saved.

The current estimates for improvements at Grand Forks International for the next decade include expenditure of \$1.2 million in 1971, \$300,000 in 1973, \$475,000 in 1974, \$1.1 million in 1975, \$250,000 in 1976, \$3 million in 1978, \$1.7 million in 1979 and \$1 million in 1980.

That averages out to nearly \$1 million a year. It's too much for Grand Forks to shoulder by itself.

But the steady and spectacular increase in air travel and air shipments through Grand Forks International dictate continued expansion and improvement. There is nothing to indicate any levelling off of such air traffic in the future.

Providing airport facilities should be a regional, not a local, concern.

## Pilots Object To Asphalt Overlay

By RONAELE SAYRE

Opposition to plans for a nine-inch asphalt overlay on the main runway at the Grand Forks International Airport was expressed Saturday by the manager of the safety division of the Airline Pilots Association at a meeting with local businessmen, city and airport officials and engineering consultants.

Bob Rockwell, a 27-year veteran with Northwest Airlines and airline crash investigator, said pilots have more confidence in concrete runways. Citing such reasons as better and longer wear and more even surface and giving technical examples, Rockwell indicated a pilot preference for concrete overlay. At the same time, he admitted that any overlay work, either asphalt or concrete, would not wear as good as a new concrete runway.

The airstrip has been closed to all but the lighter planes of North Central Airlines until Aug. 15 pending completion of runway improvement work including the overlay, repair of broken areas and extension of runway and taxi strips. Total cost of the entire project has been set at \$1,220,000. Federal funding of 50 percent is dependent upon passage of a new federal aid airport program under consideration by Congress.

The pilot representative said commercial pilots do not think much of the Grand Forks Airport. "You have a nice terminal," said Rockwell, "but the airport is not as safe as it should be."

Many pilots coming into the city have experienced difficulty in locating the runway under

storm conditions. Rockwell told of pilots flying at the minimum altitude of 400 feet and trying to see the edge of the runway at a distance of three-quarters of a mile. "Sometimes the pilot is right over the runway before he sees it," said Rockwell, "there are no landmarks out there, just a black hole before the runway." Some pilots make a steep landing after sighting the runway while others go around again and hope to see the runway sooner. This problem could be corrected with the installation, according to Rockwell, of approach lights, glide slope lights and runway identification lights.

Lloyd Weston, airport engineering consultant, agreed with Rockwell as to some of the advantages of concrete over asphalt. He estimated the concrete overlay to be twice as expensive. Comparing the upkeep of the two methods of overlay, Weston said they were the same with concrete possibly a bit more. City officials pointed out that they were handicapped by not knowing how much money they will get from the federal government for the project.

Rockwell expressed appreciation for the men spending two hours listening to him. "We are selfish," admitted Rockwell, speaking as a pilot, "but we don't want to injure ourselves or the passengers. We are as interested in safety here as at any other airport in the country."

### ROADS EXTENDED

Lagos (AP) — Nigeria, in its foreign-aided post-war reconstruction, plans to increase the road network system from nearly 6,000 to 14,000 miles within the next 10 years, Federal Works Commissioner Femi Okunnu announced. Replacement of roads damaged or destroyed in the civil war with Biafra will cost more than \$64 million and the change from left to right hand driving in 1972 will cost \$8.4 million.

## On City Problems: Grass-Roots Opinions To Be Given At Meet

Many Grand Forks voters are eager to prove that they are vitally interested in helping to solve current city problems and have pledged to attend periodic meetings to offer grass-roots opinions and ideas to their mayor and aldermen, according to Al Hackenberg, acting chairman of the 5th Ward Voters Committee.

Tuesday at 8 p.m., the first of such "Tell as it is" meetings will be held at Lake Agassiz School auditorium. Issues such as "What can be done to improve our sewage lagoon problem?" "How should we finance our municipal airport improvements?" and "What can we do to improve our local area parks?" will be discussed.

Any city voter may attend this discussion, but residents of the 5th Ward are especially urged to be present, since this ward is hosting the event, Hackenberg said. Subsequent meetings are planned in other wards at future dates.

aldermen did not attempt to obtain grass-roots opinions from their constituents and often voted in direct opposition to the desires of the majority of the voters, as shown by the ignoring of petitions signed by nearly all area voters, Hackenberg said. A subsequent meeting was held at West School, also in the 5th Ward, and the first citywide conference will be held this Tuesday at Lake Agassiz School.

The idea for such local area discussions germinated in the Boyd Addition-University Heights Homeowners Association about two months ago, when more than 50 residents of this area met at Lake Agassiz School to express their viewpoints about city matters.

It was almost unanimously agreed at the time that some





# Air Base Runway Busy Place

By LLOYD TINNES

There's a twin operation at Grand Forks Air Force Base with military and commercial planes using the same huge concrete runway. The situation stems from the temporary use of the air base by commercial airliners which are prevented from using the Grand Forks International Airport during the runway improvement program at the airport.

Looking out from the base operations building at the east edge of the wide ramp, one sees huge B-52 bombers take off and speedy jet fighters roar up the strip at take off and come in for quick landings far out on the runway.

Between these military operations come the arrivals and departures of the airliners which unload or load their passengers onto or from buses which operate between the air base and the airport.

The scene is a busy one and for amusement a viewer occasionally spots big jackrabbits cavorting on the prairie beyond the west edge of the runway.

But the combined airlines and military activity has worked smoothly to date, to the satisfaction of airlines officials, passengers and the men who run the air base.

Outbound passengers buy their tickets and handle their

baggage as usual at the airport, then are bused to their air base where they are transferred directly from bus to airplane. Their baggage goes along on the same plane.

Commercial planes made their initial flights from the air base when Northwest Airlines started using the military ramp for its flights and North Central moved out April 18. This meant

the transfer of all Northwest planes which are heavy jets and also the heavy DC-9 planes of North Central. The latter's lighter Convair planes and other light planes continue operation

at the airport since they are under the weight limits permitted during the airport construction period.

The switch to the air base was necessary after the airport's main runway became deteriorated and the airlines refused to use it after the spring thaw softened the ground base. Runway improvement for which the city has requested federal aid includes a nine-inch overlay of the runway's broken areas and extension of the runway and a parallel taxiway which will be built this summer. The taxiway contract has been let but the runway project depends on approval by the Federal Aviation Administration.

Both passenger and air freight business have shown gains in the six years of operation from International Airport. Outbound freight shipments increased several times over and inbound freight is much larger than in the first year at the airport but has been fairly consistent the past two years.

The move to International Airport from the old landing field at the west edge of the city was made Feb. 1, 1964.

The fiscal year 1964-65 had 24,623 departing air passengers and 25,814 arrivals. By 1968-69, the totals had risen to 54,748 departures and 54,662 arriving here or more than doubled in five years. The traffic appears to have levelled off temporarily but is expected to rise again

after airport improvements have been completed.

Air freight covers almost anything of a size that will go into the loading area of the big planes. The items include everything from white rats, dogs and baby chicks to machine parts, cut flowers, samples of products manufactured here, hard goods of various kinds, clothing samples and many other large and small items.

Human bodies from undertaking establishments throughout northwestern North Dakota and northwestern Minnesota are handled by plane at an average of about one a day. They are contained in specially designed "caskets" which are a new type of flexible container for air shipment.

Like the passenger traffic, all air freight has shown gains in the past five years at International Airport. The 1964-65 totals showed 84,602 pounds shipped out and 39,734 pounds received. By 1968-69, the figures were 354,762 pounds shipped out and 631,657 pounds received here.

## Airlines, Air Force Happy In Temporary Arrangement

By LLOYD TINNES

Cooperation between the military and the commercial airlines has been demonstrated during the temporary use of Grand Forks Air Force Base during runway improvement work at the International Airport.

Busing of passengers between the air base and the airport has been accomplished to the satisfaction of Air Force officials and the airlines' local managers.

Passengers have had to spend more time at the airport because of the addition of a bus ride to the customary ticket and baggage wait but there have been few complaints from plane riders, according to airline officials.

Col. Harold Swanagon, air base commander, said he was

"delighted with the way in which the arrangement has operated," and that "everyone has been very cooperative."

Col. Swanagon said there have been no deviations from normal Air Force programs and no accidents or other incidents due to the presence of commercial planes on the big air base runway.

For airline pilots, use of the air base means a 12,500-foot runway, 300 feet wide and unusually thick.

They also have the use of instrument landing facilities and ground control approach in addition to the usual airport facilities for pilot information.

Howard Peterson, manager of Northwest Airlines here, said he had received few complaints from passengers because of the extra bus ride between airport

and air base or for other reasons. These complaints have come largely from persons who live in the vicinity of the air base or in small towns nearby. They would like to get off the plane and leave for home from the air base but this is not permitted for security reasons. Passengers are required to go directly from the plane to the waiting bus for ride to the airport and then leave for home from there.

James Butala, manager for North Central Airlines, said passengers appeared generally satisfied with the new operation although they have to report at the airport a half hour earlier.

This is to allow time for tickets and baggage plus time for the bus ride to the air base. He said the airline is glad they can continue to handle normal traffic dispute extra airlines expenses to furnish the bus transportation and higher landing fees at the air base than at the airport.



"FOLLOW ME" is a pickup truck that meets all planes landing on the air base runway. It waits for a plane to land, then leads the way to the ramp where commercial planes unload passengers and freight and military planes move to their parking spots.



TA

MAY 10, 1970



THESE PICTURES DEPICT the operation of commercial airlines planes at Grand Forks Air Force Base which has been made necessary by the 1970 runway improvement program at the International Airport. This picture shows passengers transferring from an arriving plane to the bus which will haul them to the airport. (Herald Photos by Kenneth Kleven)



# FAA Funds Assured For Airport Work

## \$557,650 Grant Announced

By LLOYD TINNES

Federal funds were assured Tuesday to finance runway improvements at Grand Forks International Airport this year.

Mayor Hugo Magnuson was notified by U.S. Sen. Milton R. Young, R-N.D., who said the Federal Aviation Administration told him that Grand Forks will receive a grant of \$557,650 to assist in constructing a 9-inch asphalt overlay on the north-south runway and other improvements. These would include an 850-foot extension of both the runway and a new parallel taxiway to be built this summer and runway lighting.

John H. Shaffer, administrator of the FAA, told Sen. Young the funds will be available immediately.

Mayor Magnuson said this will permit letting of the construction contract by about the end of May and completion of the improvements by the Aug. 15 deadline set by the FAA.

The deadline is part of an arrangement between the city and the FAA for use of the Grand Forks Air Force Base runway until Aug. 15 by commercial airlines planes because of the deteriorated condition of the airport runway.

(Turn to Page 2, Col. 5)

## FAA GRANT

(Continued from Page 1)

Bids for the runway improvements will be opened at the city council meeting Monday night and the city expects arrangements can be made to let the contract within two weeks after that.

Total cost of the overlay on the 6,500-foot runway and the other improvements was estimated at \$1,256,000, with the city sharing one half the cost. The actual total to be covered by the city will depend on the contract price.

Funds for the Grand Forks grant came from a jackpot of unused funds by cities eligible for airport improvement money from the FAA in the present budget year, Mayor Magnuson said. Grand Forks had a top priority for such funds, he said.

The city's share of the airport improvement cost will be covered by a revenue bond issue of approximately \$600,000 which would be paid off by revenues from the airport.

Funds for the taxi strip on which work is getting under way came from the city's airport reserve fund.

The new taxiway is expected



AN AIRLINES employee loads a carton of arriving freight into a freight carrier for transfer from the air base to the airport.

## 'Follow Me' Truck Leads Way At Base

"Follow Me" is the name of a stubby little pickup truck that shows the way for all planes landing at Grand Forks Air Force Base.

It's two-man crew keeps a close sky watch for incoming planes and scoots to the landing area to meet each arrival.

The words "Follow Me" loom up boldly on a sign at the rear of the little scooter. It waits for each rolling plane arrival to come to a stop, then takes off down the runway. The plane follows.

If the plane is a military plane it is escorted to its parking area and if it's a commercial plane it is led directly to the ramp in front of the base operations building. There its passengers are transferred to a waiting bus for a ride to the International Airport.

"Follow Me" is one of many things a visitor sees on a visit to base operations, a large building adjoining the broad concrete ramp. Prairie land lies west of the ramp and just beyond is the winding Turtle River.

Air Force officers and non-commissioned officers man the plane information area of base operations. Handling the monitoring of planes and approval of flight plans are S-Sgt. Daniel Smith and M-Sgt. Columbus Smith. They're not related except in their official duties.

Weather information and other information for military pilots is handled by Lt. Roger Sorenson and Lt. A. E. McDonald. Alc John Nisbet of the base information office handles some news copy and also acts as a guide for visitors to the base.

## \$557,650 FAA Grant For Airport

A project application providing \$557,650 federal aid for runway improvement at Grand Forks International Airport was signed by Mayor Hugo Magnuson and steps are being taken to make the money available for use here.

The money was allocated Tuesday by the Federal Aviation Administration (FAA) as its share in improvement and extension of the north-south runway and a parallel taxiway.

Construction bids were opened by the city council Monday night and the mayor was authorized to sign the application.

The city now is completing arrangements to raise its 50 per

(Turn to Page 8, Col. 4)

cent share of the approximately \$1,220,000 needed to cover the improvement cost.

The city's share will be raised by a \$600,000 revenue bond issue the sale of which is being negotiated by City Auditor R. S. Niles. He hopes to complete the sale arrangement before the next council meeting June 1.

After approval of the bond sale by the council, the city will notify the FAA which then can make a grant offer for acceptance by the city. The city then will sign the agreement thus making the money available so that contracts for the improvement work can be let.

Under the temporary present arrangement, air passenger are bused between the air base and the airport.

Scheduled airport improvements include a 9-inch asphalt overlay of the 6,500-foot north-south runway and extension for 850 feet of the runway and the taxiway. Other items include lights for the runway, acquisition of approach light system land and partial clear zone and lighting for extensions of the runway and taxiway.

## Bids On Runway Opened

By LLOYD TINNES

Bids on improvement of the north-south runway at Grand Forks International Airport were opened by the city council Monday night.

The council then authorized Mayor Hugo Magnuson to sign an application for a federal grant of about \$600,000 to help finance the estimated \$1,220,000 cost of the project. The city plans to finance the balance with an issue of \$600,000 in revenue bonds to be paid with income from the airport.

Five Firms Bidders

Five contractors bid on a nine-inch overlay of the 6,500-foot runway, on proposed 850 and 500-foot extensions of the runway and a taxiway, and runway lighting facilities. One contractor bid only on repair of broken areas of the deteriorated runway.

Low bidder on the overlay was Northern Improvement Co. with a bid of \$565,327.

Schultz and Lindsay was low on the following options: Extend runway 850 feet, \$220,934; extend runway and taxiway 850 feet, \$308,640; extend runway 500 feet, \$135,461; extend runway and taxiway 500 feet, \$191,060.

Valley Contracting Co. bid \$83,405 for repair of the broken runway portions.

Lighting Bids Opened

Edling Electric of Moorhead, Minn., had the low bids on lighting. They were: Runway lighting, \$5,820; 850-foot runway extension \$41,239; runway and taxiway extension, \$53,069; 500-foot runway extension, \$40,263; runway and taxiway extension for 500 feet, \$50,705.

Two officials of the Federal Aviation Administration (FAA) attended the bid opening and took part in discussion that preceded the vote to authorize Mayor Magnuson to sign the grant application. They were Enoch Anderson, chief of the FAA's airports division, Minneapolis, and Thomas Lewis, an FAA engineer.

Anderson reviewed reasons why FAA approved the design for the proposed runway improvement and discussed pavement failures similar to the Grand Forks runway problem which he said existed at a number of other midwest airports.

He said asphalt and concrete are comparable in strength inch for inch in cases observed by the FAA inspectors. He believed that if the broken slabs in the local airport are removed and repairs made followed by an asphalt overlay, the whole runway would be 75 per cent as strong as the original pavement. He estimated it should last 15 to 20 years if needed for that long.

Anderson said repairs are easier with asphalt and that at Bismarck, for instance the airport as added additional layers of asphalt as they appeared to be required by plane traffic. He said a 1.11 overlay of concrete would break up but that the asphalt would hold up.

Chamber Represented

A resolution by the Chamber of Commerce which was received for consideration called for further study before large costs are incurred for airport improvement.

The resolution stated there is insufficient evidence to show that the proposed overlay will or will not prevent an early recurrence of the runway problem.

It suggested more study and planning by experts in airport development before extensive expenditures in Airport development that the overlay should not be constructed at this time but that instead the city should spend money necessary to place the airport in serviceable condition as soon as possible and then services of airport planning experts. Chamber president Ed Lander appeared on behalf of that group.

Airport manager Norman Midboe said that if the broken runway areas were merely repaired without an overlay, the breaks would spread to other areas and cause a worse condition than at present. He believed the overlay is necessary along with the long-range study.

Questions regarding the improvement were put by Alderman I. O. Hensrud and by C. J. Thomforde who favored securing an airport planning consultant to make a long-range study of airport needs but also supported the runway improvements.

Anderson said the FAA also favored a long-range study of needs but that the proposed runway improvements should be made this year.

Called Emergency

Mayor Magnuson noted that the improvements appear to be an emergency matter although he also believed a long-range study should follow. He believed an area airport authority is needed to determine the future of aviation needs of the Grand Forks area including other communities served by the local airport.



## Airport Revenue Needs Discussed <sup>5-21-70</sup>

Need for increased revenue from Grand Forks International Airport to help finance runway improvements this year was discussed at a meeting at the airport here Wednesday afternoon.

Attending the session were airlines officials, Mayor Hugo Magnuson, three council members and city department heads.

City spokesmen stressed the need to spread the sources of airport revenues to include the airlines, base operators and other who benefit from use of the facilities.

Jack Dow, North Central Airlines, and R. W. Chambers, Northwest Airlines, were present along with Howard Peterson, Northwest local manager, and J. A. Butala, North Central manager here.

The airlines agreed to increases in landing fees in view of the airport expansion program and will let the city know what sort of rate schedule would be agreeable.

A proposal made to the airlines men was for a payment of 15 cents per 1,000 pounds gross weight as a landing charge in place of the current charge of 8 cents per 1,000 pounds.

This proposal and other suggestions were taken under consideration by the airlines representatives.

The city presently is scheduled to raise about \$600,000 by sale of airport revenue bonds as its one-half share of a \$1,220,000 runway and taxiway improvement. Increased revenues and new sources of revenue are being sought to cover the upcoming expense.

## FAA Ups Funding \$49,442 For Airport Improvements <sup>6-1-70</sup>

Full federal funding of the government's one half share of runway improvements at Grand Forks International Airport has been promised by the Federal Aviation Administration, Mayor Hugo Magnuson said Monday.

The FAA has reinstated an item of \$49,442 which will provide a total of \$607,092 with the city financing the balance of the approximately \$1 1/4 million project. The work includes an asphalt overlay of the 6,500-foot north-south runway, an 850-foot extension of the runway and a parallel taxiway, and runway lighting.

The FAA previously had allowed \$557,650 of its share and

now has agreed to the full amount of \$607,092.

Mayor Magnuson said the grant offer of the FAA funding and authorization to accept construction bids have been mailed from Washington.

Next on the schedule is the anticipated acceptance by the city of the offer and letting of the contracts for the overlay and the lighting. A meeting to accept the grant offer will be held June 8. If the council accepts the offer, it can then approve the contracts. When the contracts are approved by the FAA, the work can proceed.

Low bidder for the runway overlay was Northern Im-

provement Co. of Fargo, with a bid of \$565,327. Edling Electric of Moorhead, Minn. was low for lighting with bids of \$5,820 for the present runway, and \$53,069 for the lighting of the runway and taxiway extensions.

Specifications call for an asphalt overlay 10 inches thick down the center of the 100-foot wide runway with a 7-inch overlay at the sides.

Officials anticipate the runway job can be completed ahead of the Aug. 15 deadline set by the FAA. Meanwhile commercial airlines are operating from Grand Forks Air Force Base. The planes will return to the airport when the runway job is done.

## City Approves Purchase Of Airport Control Tower <sup>6-2-70</sup>

By LLOYD TINNES

Purchase of a portable control tower for Grand Forks International Airport was approved by the City Council Monday night.

The purchase was made contingent on assurance by the Federal Aviation Administration that the tower will be staffed by FAA personnel by Sept. 1 and

Another Story Page 18

that the University of North Dakota Aviation Department have the tower transported here from Cleveland, O.

The 10 by 30-foot tower would cost about \$33,900, and would provide full control of air traffic. The University Aviation Department plans to train its aviation students in the tower which

would be manned 16 hours a day by FAA personnel.

Oct. 15 was cited by the FAA as a tentative date for staffing the tower but the city will attempt to secure earlier staffing if it can be arranged.

Before the council voted on the tower proposal, several speakers urged quick action to secure the tower control facility.

John Odegard, chairman of the University Aviation Department, urged that the tower be secured and implemented early enough to permit the start of the University's aviation program this fall.

Ralph Roth, publisher of the Grand Forks Herald, stressed the need to provide safe navigation facilities at the airport to

safeguard airlines service in the future and to permit the development of the University's training program. He said the airport is the busiest airport in the state because of the aviation training program along with its airlines service.

Both Roth and Nicholas Schuster, Fargo airport commissioner, noted that aviation is an important industry to Grand Forks and that the University's training program could mean greatly increased activity at the airport. Addition of tower personnel was termed important to the business community.

Schuster said that the greatest possible navigational safety is (Turn to Page 2, Col. 4)

bonds to cover the city's one half share of airport runway improvement. Hutton will attempt to sell the bonds at a rate between 5.70 to 6.80 per cent interest. Commercial airlines planes are using the Grand Forks Air Force Base runway during construction work at the airport this summer. The work completion is scheduled before Aug. 15.

Approved seeking a consultant to draw long range plans for airport development. <sup>6-2-70</sup>

Landing Fee Raised

Adopted a supplemental agreement to add four cents per 1,000 pounds gross weight to the present commercial airlines landing charge of eight cents a thousand pounds. Term of the agreement is for one year, with renegotiation of rates scheduled after that time.

## Purchase Order For Port-A-Con Signed <sup>6-3-70</sup>

A purchase order for a portable control tower for Grand Forks International Airport was signed Wednesday by Mayor Hugo Magnuson and forwarded to the manufacturer in Cleveland, Ohio.

Cost of the facility is \$33,900. FOB Cleveland and the tower will be transported here by the University of North Dakota. An agreement with the University for movement of the tower here was being prepared Wednesday by the University, which also plans to use the tower in connection with its aviation training program.

Delivery of the tower on or about August 1 has been promised by the Port-A-Con company which manufactures the portable facilities.

The tower is to be manned by air controllers of the Federal Aviation Administration and funding for the personnel is scheduled from the "User" tax bill which has passed both houses of Congress and awaits President Nixon's signature. FAA has promised to staff and maintain the tower providing the bill becomes law.

R. O. Iegler, area manager for the FAA at Minneapolis, informed Mayor Magnuson that the FAA budget includes resources to staff the Grand Forks tower. He said that predicated on approval of this budget during July, the FAA will be able to staff the tower starting Oct. 15 to Nov. 1, 1970.

Mayor Magnuson, however, contacted the FAA headquarters in Washington, D.C., Wednesday to attempt to secure tower personnel before the dates mentioned.

The University aviation department wants to have the tower manned by Sept. 1 to permit the start of its new aviation training program at that time.

Ziegler said if the budget is not approved or funds allocated in July, staffing capability would occur four months after the budget is approved.

He said the city must transfer the tower facility to the FAA during the period the FAA will operate and maintain the unit. After the FAA has established a permanent tower, the unit will be transferred back to the city.

Grand Forks is at the top of the priority list when funds are made available for a permanent tower.

The tower will be elevated about 10 feet on concrete blocks to provide better visibility and additional space in the tower for storage.

Ziegler concurred that a suitable location for the tower would be northwest of the terminal building.

## Start Work On Taxiway <sup>6-4-70</sup>

Work was started Thursday morning on the new concrete taxiway at Grand Forks International Airport.

Northern Improvement Co., the contractor, began stripping off black dirt to get down to a clay base on which the sub-base for the taxiway will be laid.

Thirteen inches of concrete will be poured on top of about 11 inches of sub-base on the 6,500-foot long strip which parallels the north-south runway.

The job will cost \$802,500 of which the city will pay 50 per cent from its airport fund.

## Council To Consider FAA Grant At Meeting Monday <sup>6-7-70</sup>

Consideration of a federal grant offer of \$607,092 to help finance runway repair, extension and lighting at Grand Forks International Airport highlights an adjourned meeting of the city council set for 7:30 p.m. Monday.

The offer represents the one-half share of the airport work to be funded by the Federal Aviation

Administration. The city will finance the balance by issuance of about \$600,000 airport revenue bonds.

If the offer is accepted, the council then can let contracts for the work immediately and forward them to the FAA for final approval. With FAA approval will come also a notice to proceed with construction.

Another airport item for consideration will be an offer for purchase of the revenue bonds. At the last previous council meeting, the council accepted an offer by a Minneapolis bond consultant to get a buyer for the bonds at the best possible interest rate between 5.70 per cent and 6.80 per cent. The best offer will be presented to the council by the W. E. Hutton Co. of Denver, Colo., the bond consultant who secured it.

Other items on the agenda include presentation by Consulting engineer Lloyd Weston of a layout plan for future development of the airport and introduction of an ordinance to amend present airport zoning regulations to cover the runway extension requirements.

## Pre-Work Meet Held On Runway Improvements

6-11-70  
A pre-construction conference was held at Grand Forks International Airport Wednesday afternoon regarding scheduled improvement work on the 6,500-foot main runway.

Attending were representatives of the contractor, the Northern Improvement Co., Fargo; Federal Aviation Administration representatives from Minneapolis and Grand Forks; Edling Electric of Moorhead, Minn.; Mayor Hugo Magnuson; City Engineer Frank Orthmeyer, and Lloyd Weston, consulting engineer for the airport project.

Obligations and work procedures were discussed for the work which includes a 10-inch overlay of the runway, 850-foot extensions of the runway and a parallel taxiway, and runway lighting.

The contracts for the work have been let to Northern and to Edling Electric and the city now is awaiting approval by the Federal Aviation Administration in Washington, D.C., and authorization to proceed with the work.

**NOTICE OF PUBLIC HEARING - AMENDING AIRPORT ZONING ORDINANCE**  
Notice to the public is hereby given that the City Council of the City of Grand Forks, North Dakota, will hold a public hearing on a proposal to amend the Airport Zoning Ordinance for the territory surrounding Grand Forks International Airport by referring to current Airport Zoning Map dated June 5, 1970. Pursuant to Section 2-0405 of the North Dakota Century Code, as amended, notice is hereby given that on the 25th day of June, 1970, in the Council Chambers in the City Hall in the City of Grand Forks, North Dakota, at the hour of 7:30 o'clock in the evening a public hearing will be held by the City Council of the City of Grand Forks, North Dakota, at which time all citizens and interested parties will have an opportunity to be heard upon the aforementioned airport zoning ordinance amendment.  
Dated June 10, 1970.  
R. L. Lerud  
Deputy City Auditor  
(SEAL) (June 12 and 19 1970)

## To Increase Parking:

# Airport Work Progressing

6-29-70

Improvement work at the Grand Forks International Airport was moving rapidly Monday with crews working on runway, taxiway and parking assignments.

The jobs include a \$1,250,000 project calling for an asphalt overlay of damaged areas of the 6,500-foot north-south runway, extension and lighting of both the runway and a parallel taxiway, preliminary work near the terminal building's parking area, and construction of the taxiway.

The work of cleaning out broken sections totaling about 1,000 feet on the runway was about completed and preparations were made for laying a new gravel subbase. The subbase, covering the broken areas, will be topped with concrete. The overlay then will cover the whole runway including the places to be repaired.

On the taxiway, earth stripping has been finished and the clay underlayer is being compacted before it is covered with a gravel subbase.

Gravel taken from broken runway areas was being stockpiled near the terminal building parking lot. The present lot has a capacity of 100 cars, and the new parking project will provide space for an additional 100 vehicles.

The additional area is located east of the terminal building inside the circular terminal driveway.

A deadline has been set at Aug. 31 for completion of the runway overlay and extension before the heavier type commercial planes can resume use of the airport. They presently are operating from Grand Forks

Air Force Base, with passengers being bused by the airlines between the base and the airport.

## Work At Airport Progressing

7-9-70

Runway improvement work has moved ahead steadily in favorable weather this week at Grand Forks International Airport, according to Airport Manager Norman Midboe.

Two jobs under way are the overlaying and extension of the 6,500-foot north-south runway and construction and extension of a parallel taxiway. The runway project cost is estimated at \$1,250,000 and the taxiway job, \$302,000, with the city providing one half of the cost and the federal government the balance.

Forms for concrete pouring are up on 2,450 feet of the north end of the runway and crews are fine grading and oiling the base preliminary to the concrete. On the south end, gravel has been laid for 2,500 feet.

Meanwhile, all broken material has been removed from a total of about 1,000 feet of the damaged runway and new concrete has been poured to fill the holes. The subgrade for the runway extension has been laid for 300 feet and the taxiway extension subgrade will follow.

When the concrete has hardened in the broken runway area, it will be overlaid, along with the balance of the runway, with an 11-inches of asphalt to strengthen the strip. The overlay job is expected to be started about a week from Monday, weather permitting.

The runway project completion is aimed at an Aug. 15 deadline which was set for the commercial lines when they moved their heavy planes to the Grand Forks Air Force Base for temporary use while airport repairs were being made.

# NWA Closes Station Here

7-10-70

By ART RAYMOND

North Central Airlines station personnel at Grand Forks International Airport are happy business has tripled. Northwest Airlines personnel are glum... they're closing down their station.

The strike against Northwest Airlines has tripled North Central's business here.

North Central has flown in added personnel from Minneapolis to help with the rush of business. More help is expected.

Northwest Airlines, meanwhile, was closing its Grand Forks station Friday and all personnel except the manager were to be released by the end of the day.

North Central has three incoming lines and all telephones are constantly ringing. Even the station manager is taking calls trying to keep up with ticket requests.

Northwest personnel still on the job Friday had little to do. There were no flights in or out.

North Central meanwhile added another flight out of Minneapolis to and from Grand Forks in an effort to handle added traffic.

Northwest Station Manager Howard Peterson was alerted for transfer to one of the cities where Northwest still is operating. He said his transfer would be for duration of the strike against his firm. Cities where Northwest remains in operation include New York, Chicago, Minneapolis, Seattle and Tokyo. Supervisory personnel are doing the work in those cities normally done by the striking union members.

In other strike periods — 1961 and 1966, Peterson was transferred to Seattle each time and remained for about six weeks in each strike.

The strike against Northwest Airlines by its clerical workers entered its third day Friday with no sign of a break in the deadlock that has forced the airline to drop service to all but

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## NWA CLOSSES

(Continued from Page 1)

a few cities throughout its nationwide system.

The Brotherhood of Railway and Airline Clerks (BRAC) struck the Minneapolis-based airline early Wednesday in a dispute over wages.

No bargaining talks have been scheduled. NWA has unilaterally implemented a 33.4 per cent wage increase, but the union said the offer was "unacceptable as ever."

The BRAC reportedly seeks a 42 per cent hike over three years.

Starting monthly wages under the previous contract, which expired last October, were \$331 for file clerks, \$470 for reservation agents and \$500 for transportation agents, the union said.

## Runway Work Next:

# Airport Closes To All Traffic

7-16-70

Runways at Grand Forks International Airport will be closed to both heavy and lighter type commercial airplanes next week because of construction work on the 6,500-foot north-south runway.

Plane passengers, however, will get their tickets as usual at the airlines offices in the administration building.

Work is moving on both the runway and the parallel taxiway and electrical crews are laying ductlines for new lighting in areas scheduled to be paved.

A 20-foot wide center strip of concrete has been poured for a total of about 4,000 feet in the north and south ends of the taxiway. Two more 20-foot strips, one on each side of the center strip, will be poured to complete the 60-foot wide taxiway.

Fill and subbase work is about two thirds done on an 850-foot extension of the taxiway on which 27 inches of asphalt will be laid.

Overlaying the north-south runway with asphalt will be started Monday. The overlay will go on top of about 1,000 feet of broken runway area which is

being rebuilt. When the rebuilding of the broken area is finished, the whole runway, including the rebuilt area, will be overlaid with asphalt. The layer will be 10 inches thick in center areas and tapering to seven inches at the edges. An 850-foot extension also will be built to the runway.

Heavy type planes of both commercial airlines here have been using the airbase runway since April 15, with passengers being bused back and forth to the airport.

Northwest Airlines moved all its planes to the airbase and North Central moved its heavy DC-9's but has continued using the airport for the lighter-type Convairs. Starting Monday, these also will be operated from the airbase, leaving only the lighter-type private planes operating from the airport.



## UND Aviation Facility To Be Opened 7-17-70

Preliminary preparations are underway for the opening of the new UND Aviation facility at the Grand Forks International Airport. A large sign has been hoisted into place by Northholt Construction Company identifying the big green and white hangar, one of the largest at the airport, as the UND hangar.

The hangar is the hub of the UND Aviation Department at the airport. It houses the University planes; which include 5 Cessna trainers, 1 Mooney Executive and 1 Air Coupe used by University and state officials for business travel, and the DC-3 used by the hockey, basketball and other athletic teams.

The hangar, along with its accompanying building containing offices, briefing rooms, and lounge facilities, will make up the new UND airport facility. Construction of the services building will be under way shortly and should be completed by fall. A mobile home is being used temporarily until completion of that building.

The University's Aviation Administration is one of the newest at the University. Nearly 500 students were enrolled in aviation courses during the 1969-70 school year with many in actual flight training.

## Paid Parking At Airport Proposed 7-23-70

By LLOYD TINNES

A proposal for the operation of a paid parking facility at Grand Forks International Airport is being considered by a committee of the City Council.

The offer was submitted to the council by APCOA division of Consumer Services Corp., Cleveland, Ohio, which operates 100 airport concessions. Among the concessions are facilities at Fargo, Rapid City, S.D., Sioux Falls, S.D., Duluth, Winnipeg, Omaha, Neb., and Chicago O'Hare.

APCOA agrees to spend up to \$25,000 to construct the parking facility based on plans and specifications approved by the city. This will include paving, striping, signing and parking control equipment.

Rates for the use of facilities will be: 25 cents for one hour, 15 cents each additional hour or part of an hour, \$1.25 maximum for 24 hours. A 25-cent charge would be made for one half-hour parking at meters.

The parking firm would take a 10-year lease with option to renew the lease and would pay the airport a guaranteed annual amount of \$2,400 plus: 25 per cent of gross annual receipts in excess of \$25,000 but not more than \$40,000 per annum, plus 35 per cent on receipts above \$40,000 but not more than \$55,000; 45 per cent on receipts above \$55,000 but not above \$70,000 per annum. Other larger amounts also were listed.

(Turn to Page 6, Col. 7)

If the paid parking plan should be adopted, the plan would call for up to double the present parking area at the airport. Increased parking already is included in the airport's future plans for development.

APCOA has in excess of 6,000 employees in its various locations. Its policy is to hire local employees but the firm also has sources from which to draw experienced management.

The firm's offer said the parking project would create new jobs in the community. A local manager would be hired and trained by zone and division managers and would be supervised and checked by APCOA's zone office.

Uniformed attendants would be on duty during the time commercial scheduled airlines are in operation.

The committee will study the proposal and make a recommendation to the city council.

If approved, the new parking setup could be installed this year.

## City Okays Purchase Of Temporary Control Tower 8-4-70

By LLOYD TINNES

The City Council agreed Monday night to purchase a temporary control tower for Grand Forks International Airport.

Grand Forks has a high priority for a permanent control tower

but funds for this are not expected to be available for at least two years.

Deeming airport safety a principal consideration, the council authorized Mayor Hugo Magnuson to execute a purchase

agreement. The tower cost will be \$33,900 and total installation expense will be \$15,240. It was pointed out that the present tower price will not be available unless accepted at this time because the selling price has been raised by 10 per cent since the offer was made.

The purchase was recommended also by the Chamber of Commerce which stressed the safety factor, the benefit to the University of North Dakota in its efforts to establish an air traffic controllers program, and the prospective creation of new payrolls for tower controllers.

## Site Okayed For Airport Tower 7-29-70

A site between the present administration building and the Federal Aviation Administration (FAA) building was approved Tuesday as the location of a new permanent air traffic control tower at the Grand Forks International Airport.

Representatives of the FAA from Kansas City, Mo., and Minneapolis met with city officials to check out locations at the airport for the tower.

Norman Midboe, airport manager, said a start on a permanent air control tower is expected to begin about July 1, 1971, with completion on about July 1, 1972.

Mayor Hugo R. Magnuson, said the city will decide at Monday night's City Council meeting if \$45,000 should be allocated for purchase of a temporary control tower. The temporary tower would become operational about Dec. 1 and would be in use for about 1½ years until completion of the permanent tower. It would also aid a new air traffic control program being planned at the University of North Dakota.

The permanent tower will have a floor about 30 feet high. Midboe said it is necessary due to the installation of new approach landing and instrument landing systems at the airport.

The approach landing system will be in operation by next summer with the instrument landing system in 1972.

Instrument landing systems are presently in operation at Bismarck and Fargo.

## Work On Runway Speeded 8-3-70

Runway construction crews worked through Saturday and Sunday to speed work on the asphalt overlay of the 6,500-foot north-south runway at Grand Forks International Airport.

Prior to the asphalt work, old broken areas of the runway were rebuilt and are now being covered along with the rest of the strip.

The first three-inch layer of asphalt has been laid the length of the runway. It is the first of several similar layers which will make up the finished overlay job. Each layer is compacted before an additional coat is applied.

Airport Manager Norman Midboe said he hoped the overlay will be finished about the middle of August. An additional week will be required to apply a seal coat and another week or so to put on the runway striping including markings for instrument landing.

The parallel taxiway has been completed except for connecting strips between the taxiway and the runway and the installation of lighting.

## Mayor Asks Extension Of Use Of Air Base Runway 8-5-70

Mayor Hugo Magnuson has requested an extension of the Aug. 16 deadline on landing commercial planes at Grand Forks Air Force Base until Sept. 13 between the hours of 5 p.m. and 6 a.m.

Heavy type planes of both North Central and Northwest Airlines started using the air base May 1 because of construction work at the airport. North Central still is using the air base but Northwest Airlines has been struck for about a month and remained struck Wednesday.

Mayor Magnuson's request to the Air Force was limited to one North Central flight, arriving at 8:04 p.m. and leaving at 8:15 p.m. because 6,000 feet of the airport runway is expected to be available for all North Central planes after Aug. 15.

The mayor's request also covers a period of about three days after Aug. 24 when a seal coat will be applied to the airport runway and planes will be barred during that period. If his request is granted, North

Central then could use the air base during the night-time hours which would take care of any of its heavy planes and the lighter Convair type planes during the three-day period.

North Central's heavy DC-9's and the Convairs have both been using the air base during the overlaying of the airport runway which will be reopened about Aug. 15.

## A Good Investment 8-2-70

IT WAS ENCOURAGING NEWS WHEN A GROUP of Federal Aviation Administration (FAA) officials came to Grand Forks last week to discuss the location of a permanent control tower for Grand Forks International Airport.

Grand Forks International had been known to be high on the priority list for such a facility when funds and personnel are available. The visit of the FAA team seems to bear out that priority.

Their educated guess as to the earliest possible date for construction and the start of operations from the permanent tower was about two years from now. Based on experience with government agencies, however, and recognizing that the Grand Forks tower will be of a new type, currently in the design stage, it would seem more realistic to think in terms of three or possibly four years.

All who use the airport here will applaud this encouraging news. Interested citizens have been working for many years to achieve the additional air safety which a control tower brings.

Air traffic at the local airport has increased dramatically in recent years, increasing the need for positive air traffic control.

So, even though the permanent tower may be installed in the next two to four years, the Grand Forks Herald is confident that the city will wish to proceed with the purchase and installation of a temporary control tower, as authorized by the City Council June 1. If the FAA meets its most optimistic predictions, the temporary tower will serve about two years. If delays occur, it will see longer service.

FAA officials indicate that the temporary tower installation will not delay installation of a permanent one. It may actually speed it, since personnel will already be on hand to staff the permanent tower. Only the hardware will be required. Should the budget get tight, this may be a factor.

Meanwhile, the Grand Forks airport will lose its reputation among commercial pilots as an unsafe field. This reputation has developed because of the heavy volume of local traffic operating in and out of the airport, without benefit of tower control.

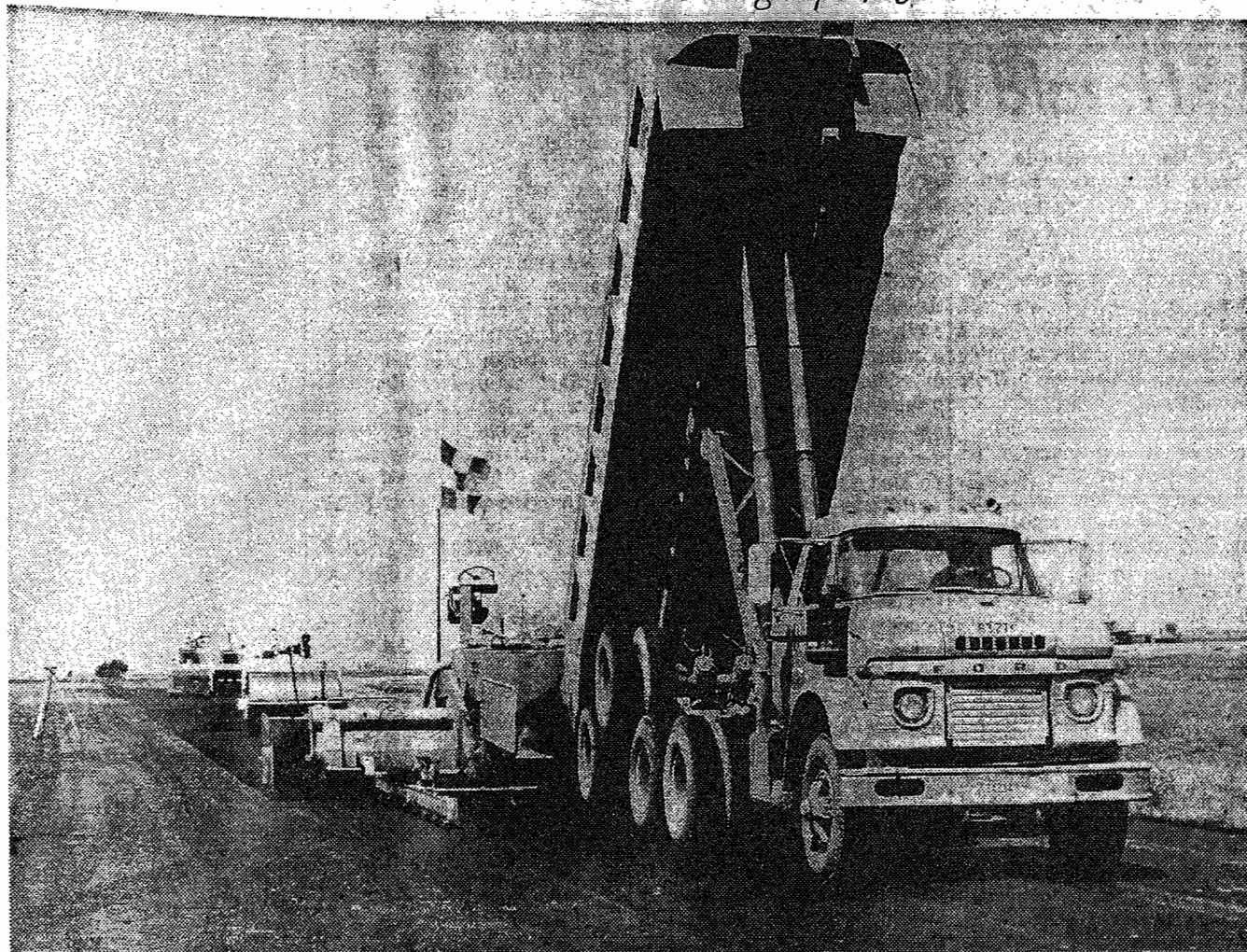
In addition, availability of the tower will permit the University of North Dakota to proceed with the air controller's course as scheduled this fall. This may become a curriculum addition of major significance. Air traffic controllers are in short supply, and this will be the first course of its kind at a U.S. college or university.

The control tower also will be the equivalent of a substantial new industry, with its personnel commanding a payroll in excess of \$100,000.

News of progress toward the permanent control installation is welcome. Nevertheless, the City Council should proceed with purchase of the temporary tower when it meets Monday evening.

The temporary tower may be a relatively short-lived arrangement, but the price is a small one in terms of the safety it will provide for all who use Grand Forks International.





**BUSY CREWS** were speeding improvement work at Grand Forks International Airport when these pictures were taken by Herald Photographer Ken Kleven last week. This shows

the big machine that feeds hot asphalt aggregate down onto the runway surface. The blacktop is being built up in four layers over the entire length of the runway.

### Use By Saturday:

# Completion Of Airport Runway Rebuilding Seen

By LLOYD TINNES

An asphalt overlay of the main runway at Grand Forks International Airport is expected to be completed in time to prevent any important interruption of commercial airline service here.

A Northern Improvement Co. crew finished laying a third layer of asphalt on the 6,500-foot north-south strip Saturday and will lay the fourth and final asphalt sheet by the middle of this week, barring unexpected delay.

Three days curing time for the asphalt then would permit use of the runway by Saturday.

Also scheduled for completion this week is the connecting link between the north-south and east-west runways. This will permit the light type Convair planes of North Central to use the east-west strip from that time on.

North Central is the only airline to be considered until the Northwest Airlines strike is ended. North Central has only one heavy jet type operating through Grand Forks.

It was this heavy plane that Mayor Hugo Magnuson had in mind last week when he requested the Air Force for permission to use the air base runway during night hours. This was because the Air Force has served notice that

no commercial planes may use the air base after new construction is started on the base Aug. 17.

The North Central's big plane is a night plane which might not interfere with air base construction and Mayor Magnuson therefore asked for use of the base strip between the hours of 5 p.m. and 6 a.m. until Sept. 13. That would permit NC to use the runway since its heavy plane arrives at 8:04 p.m. and leaves at 8:15 p.m.

A conflict which would necessitate air base runway use instead of the airport will occur about Aug. 24 for a three-day period during the sealing and curing of the new asphalt overlay.

At that time, the light Convairs still could use the east-west runway which crosses the north-south strip but the heavy planes would be barred and must either go elsewhere or suspend operation here. Use of air base at night would solve this problem.

The airport will be open to all plane traffic starting Aug. 15 with the exception of the seal coating time, according to Norman Midboe, airport manager. His prediction was based on normal work progress without unusual delays. He said 6,000 feet of the runway will be usable.

If the Northwest Airlines strike is settled, the planes of

that airline would be unable to use the airport runway during the seal coating time because they are all heavy type jets. Then, Northwest must either cut off jet service until the seal is hardened or use smaller planes for a few days.

Work presently being finished off at the airport includes the asphalt overlay of the main runway, completion of four taxi strips between the runway and the new parallel taxiway, and finishing work including lighting installations for the runway and the parallel taxiway.

The overlay job follows reconstruction of about 1,000 feet of the runway which had become broken and was considered unsafe by airlines pilots. The Federal Aviation Administration (FAA) ordered the heavy commercial planes off the runway as of April 15 this year and the airline "heavies" went to the air base with Air Force permission for the runway improvement period which was set to end Aug. 15.

The north-south runway is 150 feet wide. The asphalt overlay is 10 inches thick for a width of 50 feet including 25 feet each way from the crown of the runway. From the 25 foot mark on each side, the overlay tapers to a thickness of about seven inches.

The concrete parallel taxiway is 60 feet wide and con-

sists of concrete 13 inches deep.

There are four short taxiways connecting the parallel taxiway with the north-south runway. Each is 75 feet wide. Pouring of these strips has been completed except for shoulder filling.

Ernie Luer is project superintendent for the asphalt work and Fred Schlanzer is project superintendent for the concrete projects. Robert Ronnie is concrete foreman.

The asphalt for the runway overlay comes from a nearby asphalt mix plant. The mix is loaded from the plant site and hauled to the runway. The asphalt is poured down a large chute from an elevated machine which also spreads the asphalt onto the runway surface.

Next comes a huge vibrating steel packer which packs down the asphalt and behind it comes rubber tired rollers which work up the asphalt and knead out uneven areas. The big steel roller follows to complete the smoothing job.

## Big Jets Returning To Airport Runway

By LLOYD TINNES

Spreading of a new asphalt coating on the north-south runway at Grand Forks International Airport was nearly finished Wednesday and the big DC9 jets of North Central Airlines will return to the airport from the Air Force Base Monday.

Airport Manager Norman Midboe expected the asphalt work to be completed Wednesday night or Thursday but said a few days curing time will be needed before the jets are permitted to use the strip.

The return of the big planes to the airport means that busing of air passengers between the airport and the air base will be ended Monday and plane travelers can leave and arrive at the airport as they did before May 1. Since that time all heavy planes of North Central Airlines and Northwest Airlines have used the air base strip due to the bolstering of the airport runway with the asphalt overlay.

Northwest Airlines has been struck for more than a month and is not in service here at this time.

Returning to the airport Monday will be North Central's early morning jet trips and other flights in the afternoon and evening. The lighter Convair planes can use the airport starting Thursday night because they can use the east-west runway.

For the present, the planes will use only 6,000 feet of the 6,500 foot runway, but when the 850 extension of the runway is finished in about two weeks, the planes can use all of the 7,350 foot length. The asphalt type ex-

tension is at the south end of the runway. Base work has been finished and laying of asphalt was to start this week.

The only interruption of use of the runway now in sight is a three-day period starting about Aug. 24 when a seal coat will be applied to the new asphalt. At that time, the afternoon jet flights of North Central will have to be suspended here for the three days. The early morning flights will go on through, however, because the planes will be gone before the day's work on seal coating is started.

The night jet service will return to the air base for the seal coating period by permission of the Air Force. The Air Force has cut off use of its runway by commercial planes after Monday because of construction work at the air base.

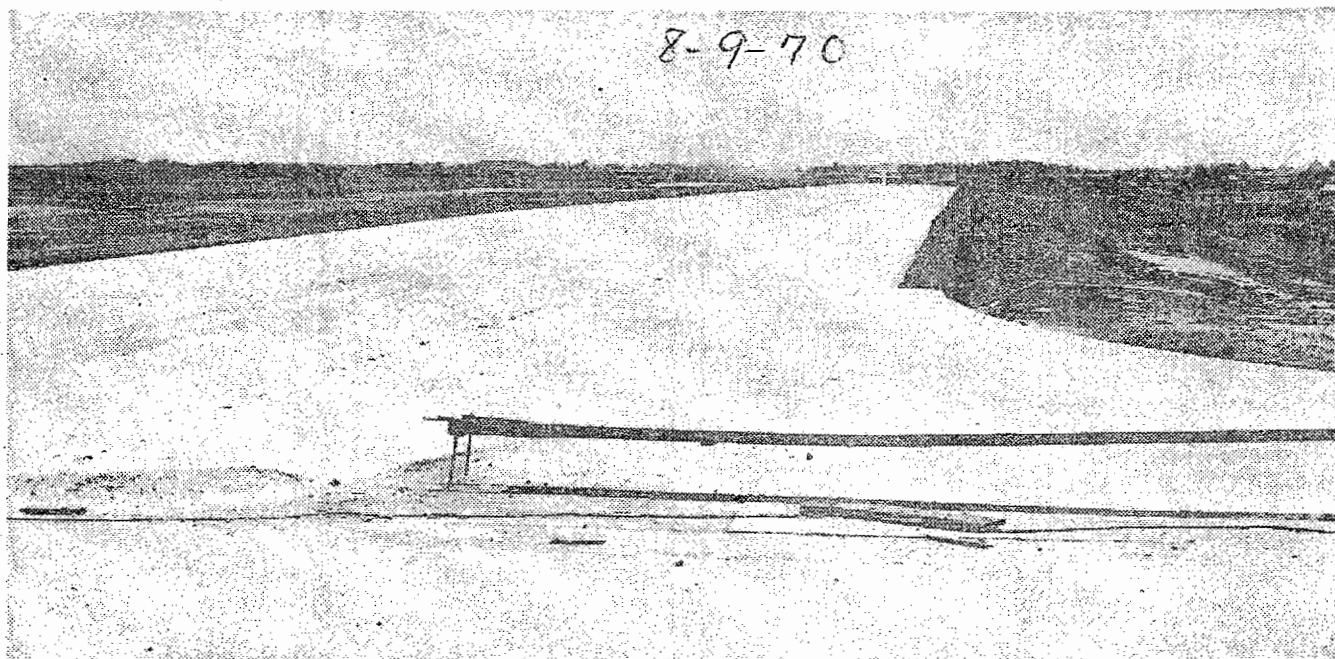
## Airport Use Here Resumes

The Convair type planes of North Central Airlines were to return to Grand Forks International Airport Thursday night following the completion of the overlaying of the north-south runway.

Tonight also will bring the resumption of night flying at the airport which has been suspended since mid-July because the lighting system was not connected.

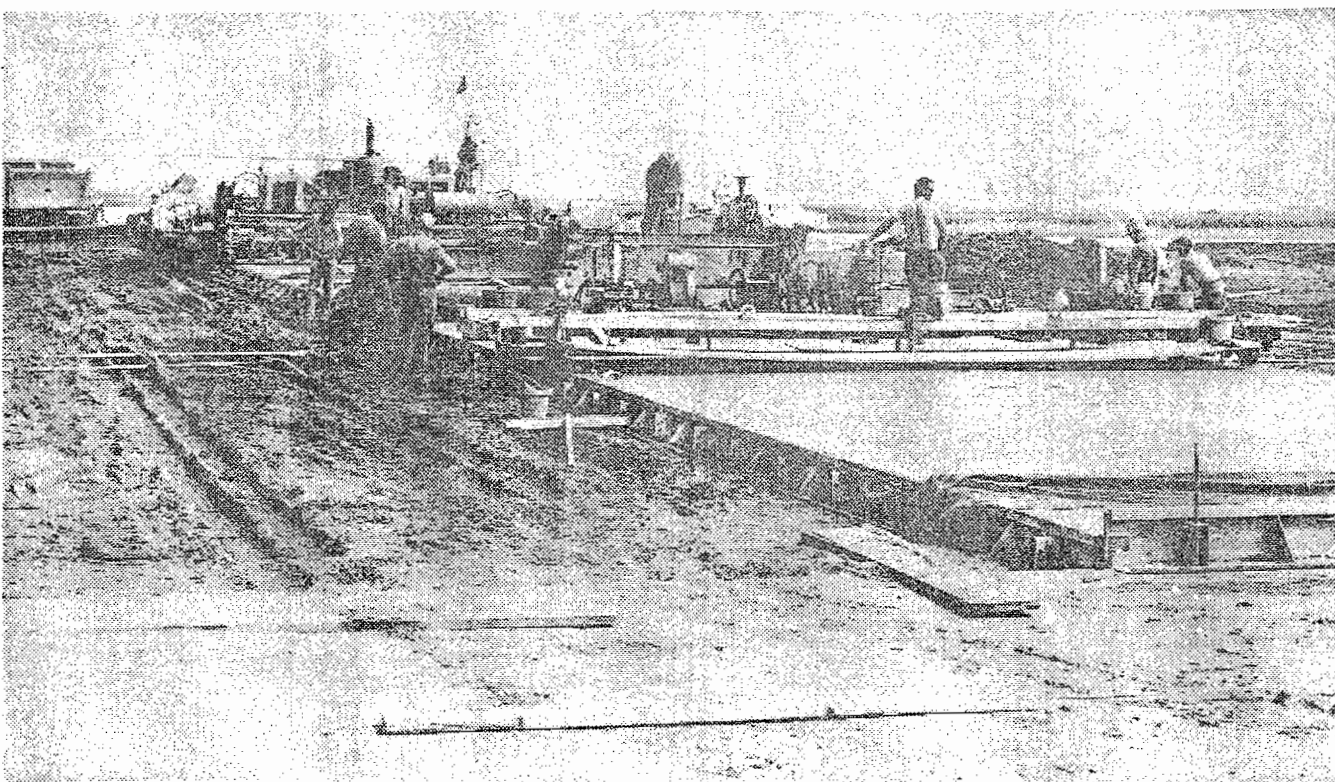
Heavy jets of North Central will return to the airport from Grand Forks Air Force Base and passenger busing will be discontinued Monday.





THIS IS THE completed main taxi strip which parallels the entire length of the runway. It will be connected with the run-

way by short concrete crossways on which planes can move from the runway to the taxi strip.



A CONCRETE CR EW is shown here pouring one of the cross strips between runway and taxiway.

## Big Jets Return 8-17-70 To Airport

Heavy jet planes used Grand Forks International Airport Monday for the first time in four months.

A big DC9 passenger plane touched down at the airport at 7:05 a.m. Other planes were to follow in the afternoon and evening. The lighter Convair planes have been back on the new asphalt runway since Thursday night. Runway construction work at the airport had prevented the big jets from using the north-south runway since mid-April.

No passenger busing was needed at the airport Monday as had been the case during the period of exclusion of the big planes during construction work. The 6,500-foot runway has a heavy overlay of asphalt to strengthen previously broken areas of the strip.

Other flights scheduled Monday were Chicago-Minneapolis flights at 1:04 p.m. and 8:05 p.m.

All was quiet at the Northwest Airlines offices and the telephone has been disconnected pending settlement of the airlines clerks strike. No airlines personnel are presently employed here by Northwest.

Meanwhile, the laying of a heavy asphalt extension of the north-south runway was resumed Monday after suspension for the weekend. The extension is 850 feet starting from the south end of the runway.

## Then Makes Payments: 8-17-70 City Receives Airport Aid Of Near \$500,000

City Auditor Ray Niles had a lot of money Monday when he received checks totaling well over a half million dollars from the Federal Aviation Administration.

The checks included one for \$258,321 representing the FAA second payment of its share on construction of the parallel taxiway at International Airport. A first payment on this job of \$100,156 had been received earlier.

The other voucher received was for \$328,800, as first payment of FAA on the asphalt overlay of the airport runway.

The situation was not quite that good, however, because Niles had to immediately pay

out most of the new money to contractors on the two projects. One payout was for \$224,547 on the taxiway and another was for \$238,803 on the runway overlay.

The overall cost of the taxiway is an estimated \$802,500 and for the runway overlay, \$1,200,000. The government shares 50-50 with the city on the costs.

The council also: 8-18-70  
Authorized a contract with Apcoa Division ITT, Consumers Service Corp. for operation of paid parking facilities at Grand Forks International Airport.

## Return To Normal Service 8-16-70 At Airport Starts Monday

By LLOYD TINNES  
North Central Airlines will resume normal service at Grand Forks International Airport Monday when its big DC9 jets return to the north-south runway.

Runway improvement at the airport caused the temporary move of the big planes to the Grand Forks Air Force Base in mid-April and passengers have been bused between the air base and the airport since.

Busing ends Monday when North Central's heavy planes take up where they left off in April when construction crews began overlaying large cracked areas of the runway with a thick asphalt coating. The broken areas comprising about 1,000 feet of the 6,500-foot strip, were rebuilt before the overlay was put on.

Northwest Airlines remained struck at the weekend with no immediate strike settlement in sight.

After the overlay was finished Wednesday, the light Convair planes of North Central Airlines were allowed to use the runway from Thursday on. More curing time for the asphalt was needed for the heavier jets which were to be kept off the new runway surface until Monday.

Meanwhile blacktopping of an 850-foot extension of the north-south runway started Thursday and will be continued this week. This work holds the landing area for planes to 6,000 feet of the main runway, excluding temporarily the 500 feet nearest the blacktopping area.

The new parallel taxiway near the north-south runway has been finished and workmen were busy last week doing backfill work along the edges of the runway and taxiway. Electrical contractors are laying cable for the new lighting system along the parallel taxiway.

When the runway extension and its new lighting equipment

have been completed, the planes will have a runway 7,350 feet long providing operating leeway for the larger planes when they are carrying capacity passenger loads.

Pilots, of course, enjoyed use of the air base runway, an unusually thick concrete strip which is 12,500 feet long and 300 feet wide compared to the airport's 150 foot width.

Passengers, however, will favor use of the airport facility because it will be a normal operation without having to be transported between the airport and air base.

## Forks Herald

Y, AUGUST 24, 1970

RURAL DELIVERY  
AUGUST 25, 1970

★ PAGE 11

## Good Progress On Airport Work

Improvement work at Grand Forks International Airport has made good progress in all areas, according to Norman Midboe, airport manager.

Concrete work on the 850-foot extension of the north-south runway will be practically com-

pleted by Tuesday night and electrical work on the runway and the parallel taxiway is moving ahead steadily.

Cables are being laid for lighting the taxiway and the runway extension, and light standards on the main runway are being raised. Raising of the runway lights was required because the runway depth was

increased about seven inches by the new asphalt overlay put on to strengthen the landing strip.

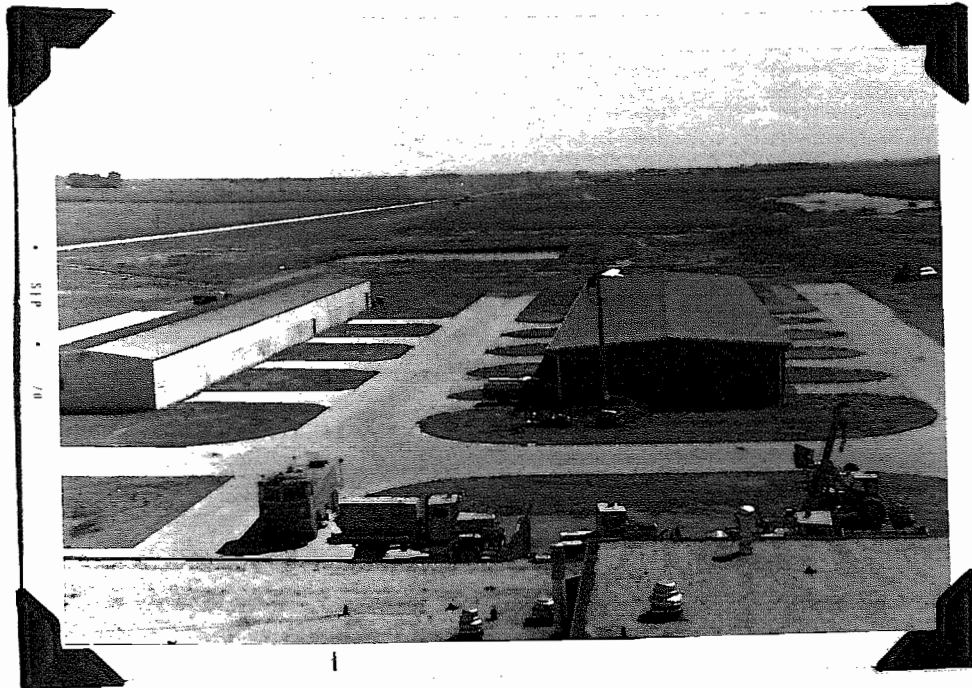
Sealing of the runway overlay and the extension was scheduled to be started Monday but now has been postponed, Midboe said.

During the sealing period of about three days, the heavy jet commercial planes will have to land at Grand Forks Air Force Base but the time of the sealing now is indefinite.

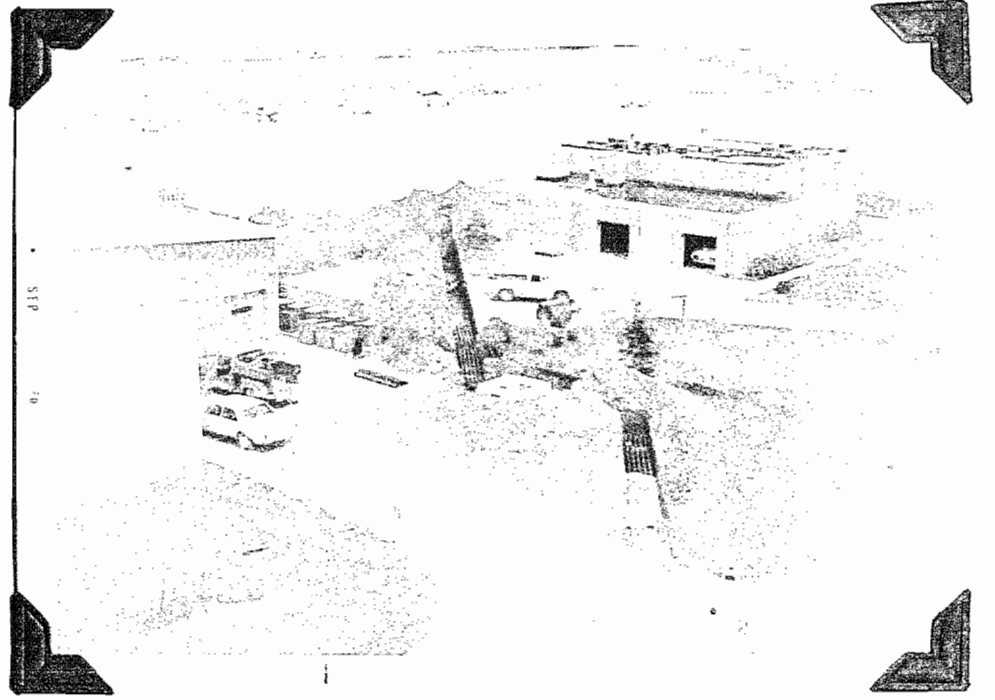
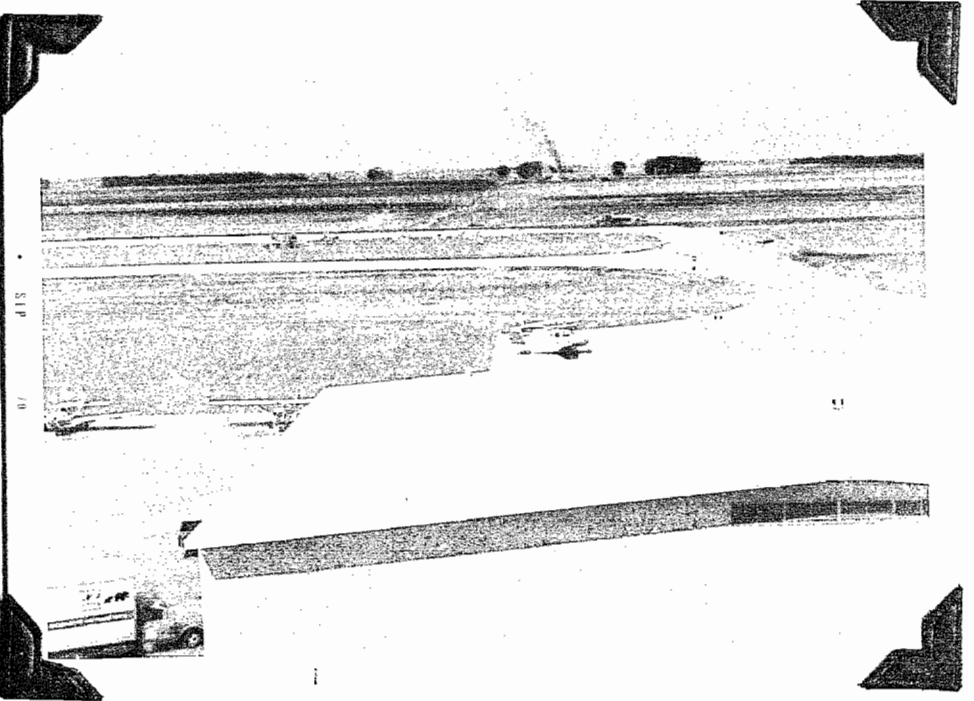
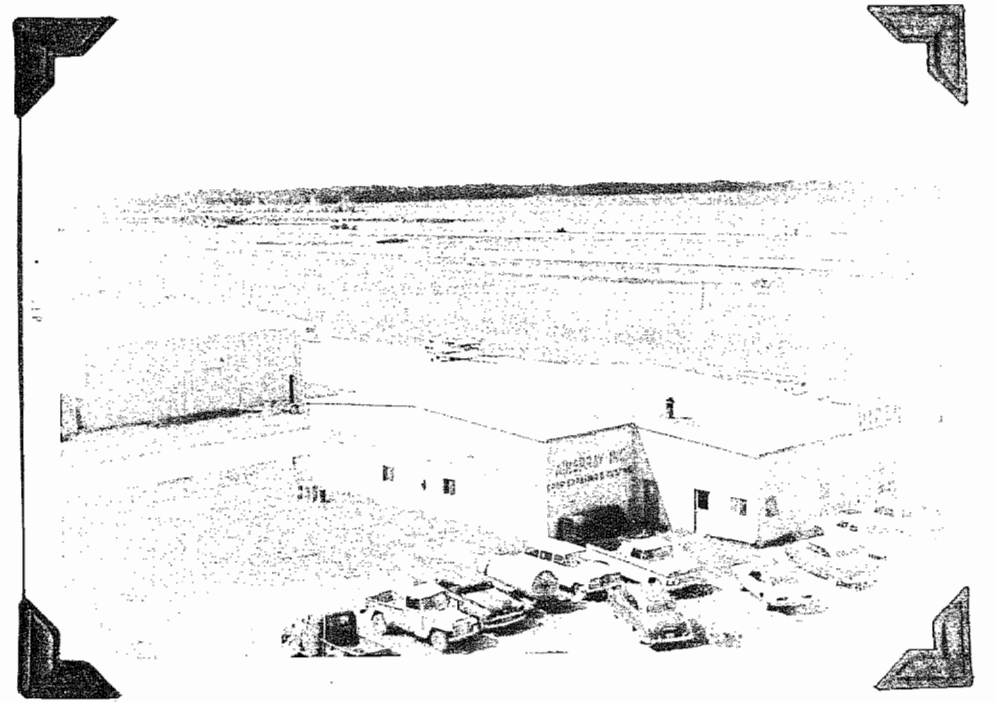
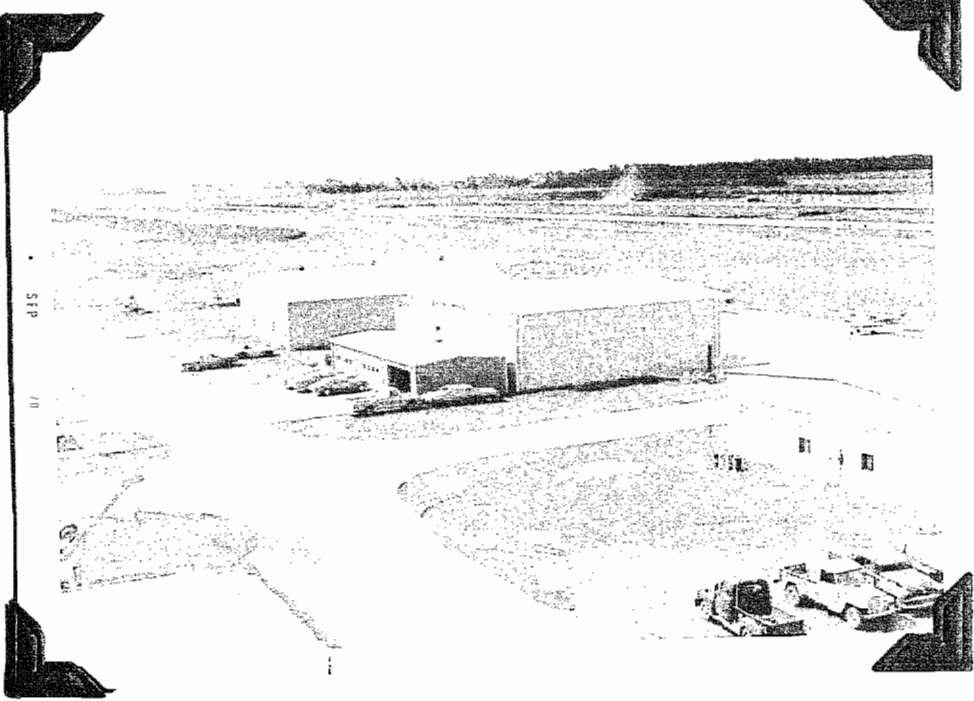
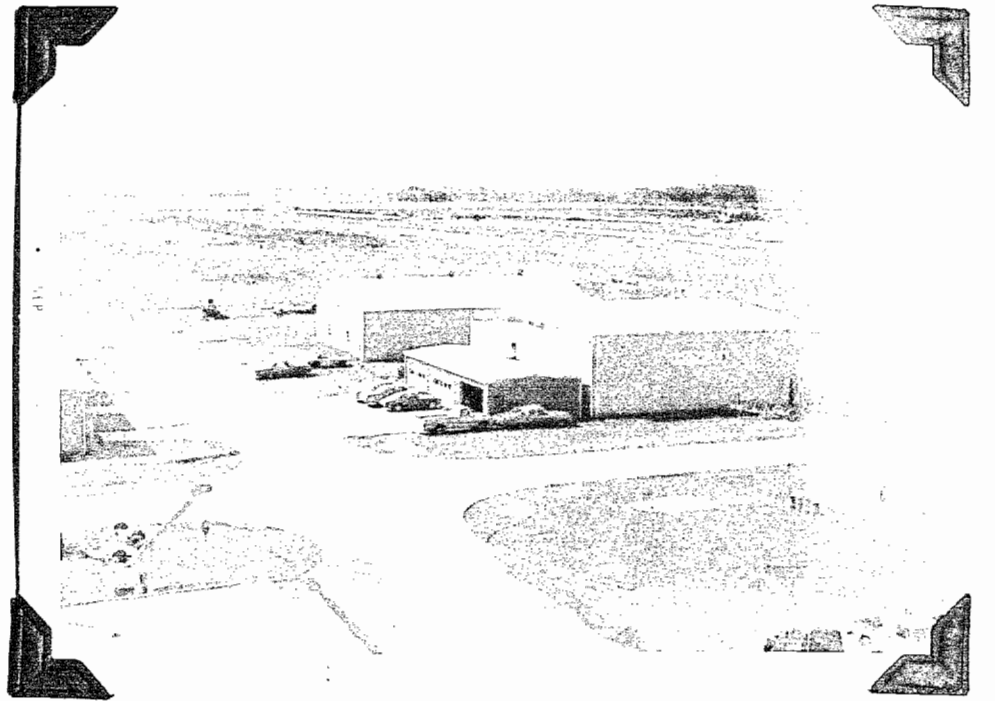
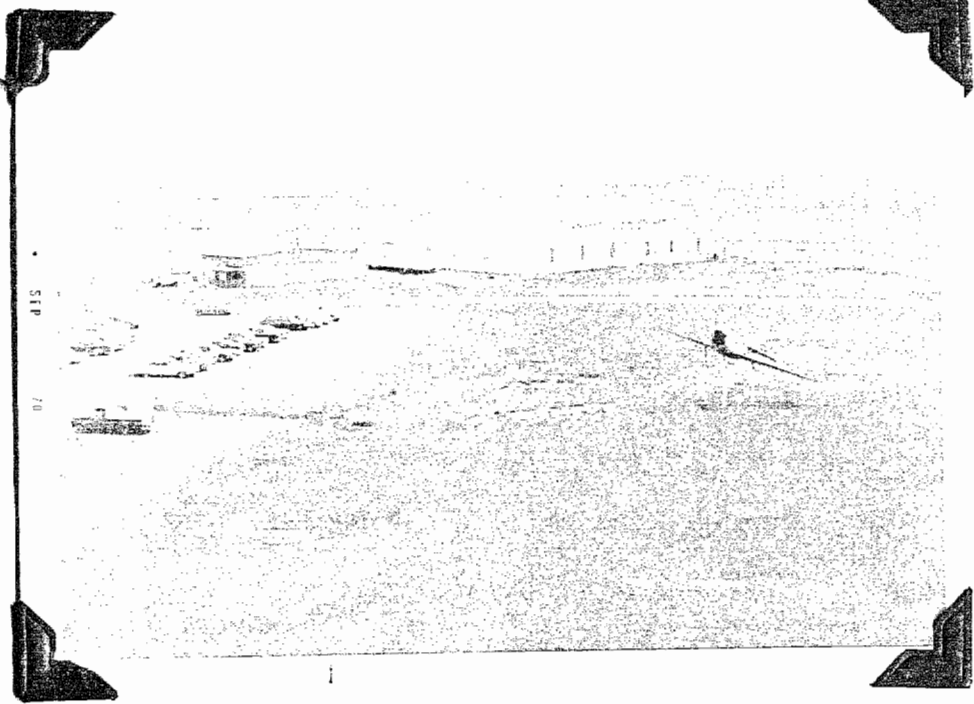
This means that the scheduled busing of passengers between airport and air base which had been planned during the sealing job this week has been called off and passengers will report to the airport at the usual time before flights. When busing is required, passengers have to report a half hour early at the airport because of the time required for transfer to the air base.

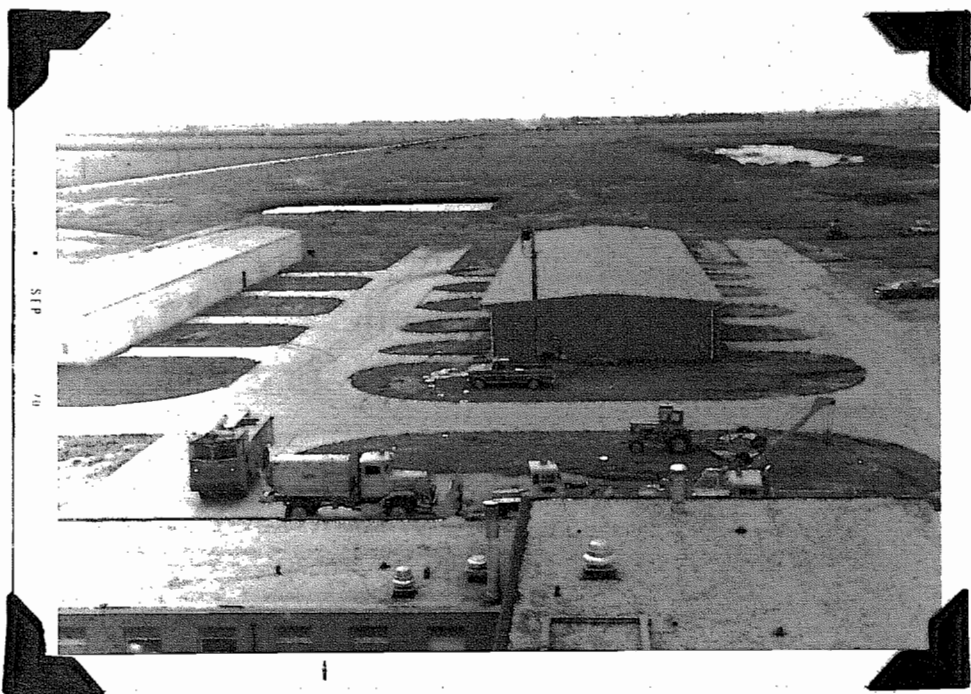
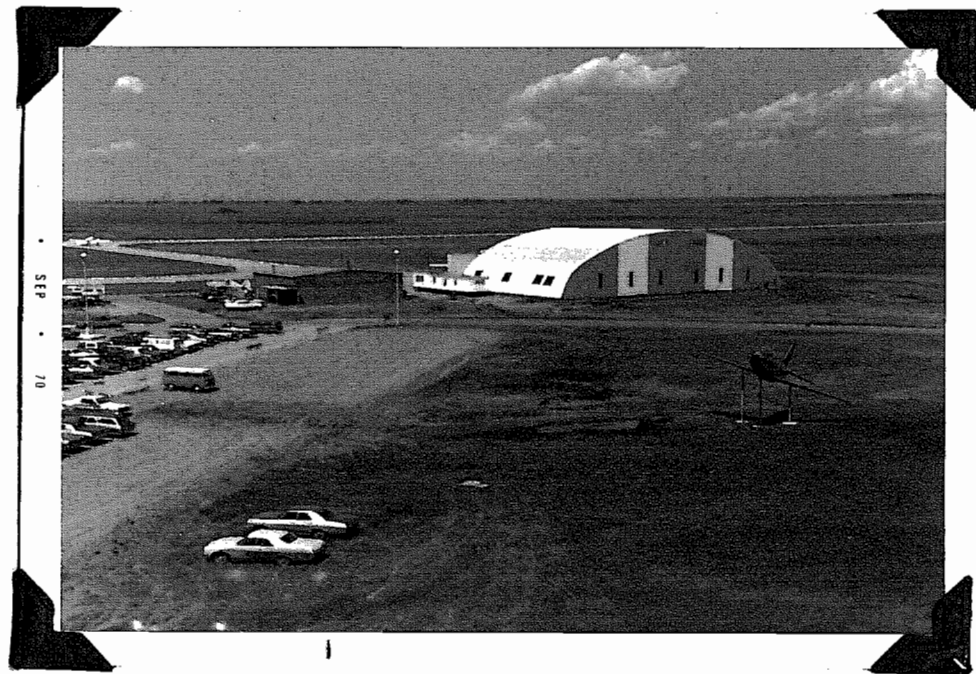


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# NIXON TO BE

A, WEDNESDAY, OCTOBER 14, 1970

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PRICE 10c

# HERE MONDAY

VOL. 92, NUMBER 113

# CITY

GRAND FORKS, NORTH DAKOTA, SUNDAY, OCTOBER 18, 1970

## Public Rally Set At Airport

President Richard M. Nixon will make an hour and a half airport stop in Grand Forks next Monday afternoon in behalf of Republican candidates in the Nov. 3 election.

The plans for the North Dakota visit were announced Wednesday by Rep. Thomas Kleppe, Republican candidate for U.S. senator, who is expected to be the main beneficiary of Nixon's presence. Kleppe entered the race for senator at the urging of the President.

It will be Mr. Nixon's second visit to North Dakota this year. He was in Fargo July 24 for a conference with area governors and mayors.

Plans call for a public rally at Grand Forks International Airport, plus conferences with Kleppe and other Republican candidates.

### Would Change Site

Efforts were being made Wednesday to change the arrangements so that the President could speak at the University of North Dakota Fieldhouse, rather than at the airport, Don Lindgren, local chairman for the Kleppe campaign, said.

It was not immediately known whether the President would be accompanied by Mrs. Nixon or what other stops were on the President's schedule for next Monday.

Rep. Odin Langen, R-Minn., also may be a beneficiary of the President's visit, since he represents the 7th Congressional District just across the Red River from Grand Forks.

The President will be travelling in Air Force 1, the Air Force jet assigned to him for his travels. It will taxi close to the terminal at the airport here and Mr. Nixon will be greeted by Kleppe and other Republican leaders as he steps to the ground.

### To Erect Platform

A platform will be erected at the airport for the president's address to a public rally. He will not leave the immediate airport area while in Grand Forks.

An advance representative of the President is expected to arrive here Wednesday night to make arrangements for the visit.

Mr. Nixon has visited Grand Forks several times as Vice President and as a private citizen, but this will be his first visit to the city as President.

He will be the fourth President — and first Republican chief executive — to visit Grand Forks during his term of office. Others were President Franklin D. Roosevelt, who dedicated the new grandstand at the fairgrounds Oct. 4, 1937; President Harry Truman campaigning for Adlai Stevenson, Sept. 29, 1952, and President John F. Kennedy, accepting an honorary doctorate from the University of North Dakota Sept. 25, 1963, less than two months before his assassination at Dallas.

# PREPARES

OBER 18, 1970

PRICE 25c

# FOR NIXON

## Radicals Rapped In Other Talks

By JACK HAGERTY

President Richard Nixon brings his desperate fight to win a U.S. Senate majority to Grand Forks Monday, to pump steam into the campaign of Rep. Thomas Kleppe for the seat now held by Sen. Quentin N. Burdick.

The President's appearance at the Grand Forks International Airport is scheduled for 2:30 p.m., following a flight from Columbus, Ohio. He will continue his all-out campaign tour by flying on to Kansas City, Mo., for an appearance that night.

The airport here will be opened to the general public, with large special parking areas planned to accommodate the crowds. Bands of both local high schools and the University of North Dakota will be on hand to play before and after the President's speech.

Superintendent of Schools Wayne Wornor said that absences of students whose parents take them to the airport for the Nixon appearance will be excused.

Security agents and communications specialists from Washington have been in Grand Forks for several days making preparations for the President's visit. Kleppe campaign coordinators and 18th District Republican Party volunteers are working with the advance men from Washington.

### 90-Minute Stop

The President is expected to spend about 90 minutes at the airport, a portion of which will be devoted to conferences with Kleppe and other Republican candidates and leaders aboard Air Force 1, Mr. Nixon's personal plane.

The airport is expected to be closed to all other air traffic prior to the President's arrival and until after his departure.

A large corps of White House newsmen will be traveling with the President.

KOTA

RURAL DELIVERY  
NOVEMBER 20, 1970

NOVEMBER 19, 1970

## Airline Strike Costs City Money

The Northwest Airlines employees strike is costing Grand Forks International Airport thousands of dollars each month in landing fees.

Before the strike Northwest was landing six flights a day and based on the same number of flights the loss would run to \$4,000 a month.

Figuring the loss of three months since Aug. 15, this would run to \$12,000. The airport was shut down during July when the strike began and up to Aug. 15 because of runway construction work.

Charge for landing is based on weight of the planes, the cost

running at 12 cents per thousand pounds of gross certified landing weight, according to Norman Midboe, airport manager.

The cost, for example, on a \$45,000 pound Boeing 727 would be about \$17.40 per landing. A DC-9 weighing 93,400 pounds would come to \$11.16 and a 580 Convair weighing 53,000 pounds would cost \$6.36 to land.



9-14-80  
Seal coating of the north-south runway and its extension have been about half completed at Grand Forks International Airport. Commercial airlines flights have continued using the 7,300-foot strip except for one night flight which uses the Grand Forks Air Force Base runway.

## Outage Of Power Hits City Area

9-16-70  
At 8:13 a.m. Wednesday power was cut off from 20 to 25 per cent of Grand Forks and remained off for the next 37 minutes.

Loren Linder, general superintendent for Northern States Power, said the power outage occurred when NSP crews started to switch plant equipment for routine maintenance. At this point a switch failed and "flashed" across between phases. Five feeders were tripped out. NSP, in order to restore power, had to switch power loads to other feeders.

Roughly about one-third of the downtown area of Grand Forks was without power for the 37 minutes. Other areas covered by the power outage included the Mill Road area, Riverside Park, and that area on the north end between the Great Northern tracks and 7th Ave., N., and the downtown side of Washington St.

## FAA Checks Arrive For Airport

9-12-70  
Checks which completed 90 per cent of the Federal Aviation Administration share of improvement work at Grand Forks International Airport have been received by City Auditor R. S. Niles. One check was for \$3,772 following previous payment of \$358,478 on the FAA share of the parallel taxiway, and the other was \$183,241 on the north-south runway overlay and extension. Previous payments on the runway totaled \$328,801.

The estimated overall cost of the taxiway was \$800,000 and for the runway \$1,200,000. The city pays half of the expense on each project.

Northwest has discontinued all service to Bismarck, as to Grand Forks, during the strike. The Tribune estimates that at least 25,000 persons would have used Northwest planes in and out of Bismarck during the three months the strike already has lasted.

While Grand Forks travelers naturally will welcome the resumption of Northwest flights for the greater flexibility in departure and arrival times they provide, they are extremely fortunate that North Central has been here to reduce the inconvenience the strike otherwise would have caused.

## 170-Passenger Jet Lands At Airport Here

10-2-70  
The largest plane ever to land at Grand Forks International Airport used the newly-extended runway at the airport this week.

It was a 170-passenger charter jet of Transworld Airlines bound for Amsterdam which stopped here to pick up 40 appliance sales people. The big bird was landed here instead of at its scheduled stop in Fargo because runway overlay work in progress there has shortened the length of available runway.

The new Grand Forks strip now has 7,350 feet available for daylight use and when lighting is completed on the new extension the entire length can also be used for night flights.

Fargo presently has less than the desired 7,000 feet which is favored by pilots of the big TWA jets.

From Grand Forks, the TWA plane was scheduled to go to Minneapolis and then to New York before hopping off for Amsterdam, with a full load of sales people.

The plane will return here Monday to return the group which boarded the plane at Grand Forks.

## Proposal For Airport Approved

10-6-70  
A proposal to install a full service fixed base operation at Grand Forks International Airport by Flight Development, Inc., a new local corporation, was approved by the City Council Monday night.

James Peterson, Fargo, president of the corporation, said the operation will include approved flight ground training for private, commercial and instructor pilots, also for instrument, multi-engine and airline transport pilots. Instruction also will be given in refresher and recurrency training and acrobatic instruction.

Peterson said a new maintenance and repair and light operations building costing about \$100,000, with 60 by 80 foot ground dimensions will be erected.

He said the new layout will provide a base of operations to promote and develop improved aviation procedures and operations with and through the University of North Dakota aviation program.

Flight Development also operates a fixed base operation at Hector Airport, Fargo.

## In Time For Nixon Visit:

# Airport Returns To Full Time Operation

10-18-70

By LLOYD TINNES

Grand Forks International Airport has returned to full time operation on a longer runway after major interruptions the past summer due to improvement projects.

The runway project was completed at the weekend — just in time for the landing here Monday of President Nixon's Air Force One. The big presidential machine is a big one, of the Boeing 707B, or "stretch" type meaning that if it were a commercial plane it could carry up to 170 passengers, according to airport officials here.

Whether the project was speeded up by the impending arrival of the nation's chief executive was not divulged but it has happened, and the President now will land on a runway which has been strengthened

and made much longer than that in use last year.

Airport officials said the added 850-foot length to the former 6,500-strip was probably a reason why the big plane will be permitted to make the local stop. At the lesser figure, the officials said it is doubtful if the landing of Air Force One would even have been considered.

A new parallel taxiway is in use and a portable traffic control tower will be operative early in January. Ahead in 1972 lies the installation of a modern instrument landing system to make possible the landing of planes in any weather.

Ever since mid-April, there have been long periods of time in which passengers have had to commute by bus between the airport and Grand Forks Air Force Base.

### Used Base Runway

From April to Aug. 17, the big airliners were forced to use the air base runway while work crews repaired the crumbling north-south airport runway with a heavy coating of asphalt.

Then on Aug. 17, construction work also was started at the air base and planes had to use the airport again, but only for daytime flights. The 850-foot extension was being constructed at the airport which limited runway use to 6,500 feet for the daytime landings. Meanwhile night flights continued to use the air base runway because work crews were not on the job there at night.

New lights are in use for the entire 7,350 feet of the extended runway and there's day and night operation as before and with the runway capable of handling any of the larger planes likely to stop here.

Additional moves toward big time airport facilities will come with the erection here late this fall of a new portable traffic control tower. It will be operated by authorized personnel of the Federal Aviation Administration and later also will provide a place for on-the-job training for senior students

in the aviation department of the University of North Dakota.

Bids for construction of a 10-foot high foundation for the tower will be considered at a meeting of the Grand Forks City Council Monday night.

Airport Manager Norman Midboe anticipates a Jan. 1 start of use of the control tower depending on completion of foundation work and installations of connections. The tower can be commissioned by the FAA about two weeks after the first of the year.

Wayne Peterson has been appointed chief of the tower control operation. He is the air traffic representative of the FAA and is presently stationed at the air base but will move to the airport about Jan. 1 to take over the tower duties there.

Peterson will have the responsibility for operations and Paul Bossoletti will be in charge of equipment maintenance.

Peterson said five persons will be appointed by the FAA for duty in the control tower. Two already are doing 90 days temporary training duty at Fargo and three others will be named later.

The tower will be operated 16 hours a day, from 6 a.m. to 10 p.m. Between 10 p.m. and 6 a.m., the tower will be closed and plane information service will be taken over by the airport's flight service station. There are few flights scheduled after 10 p.m.

THE WHITE HOUSE  
WASHINGTON

The Western White House  
San Clemente

October 31, 1970

Dear Mr. Midboe:

The warm and enthusiastic welcome we received in Grand Forks on October 19 helped to make the trip a great pleasure as well as a success. I understand that much of the credit is due to your efforts, and I want you to know how much I appreciate the excellent cooperation and the many courtesies you extended to us.

With my best wishes,

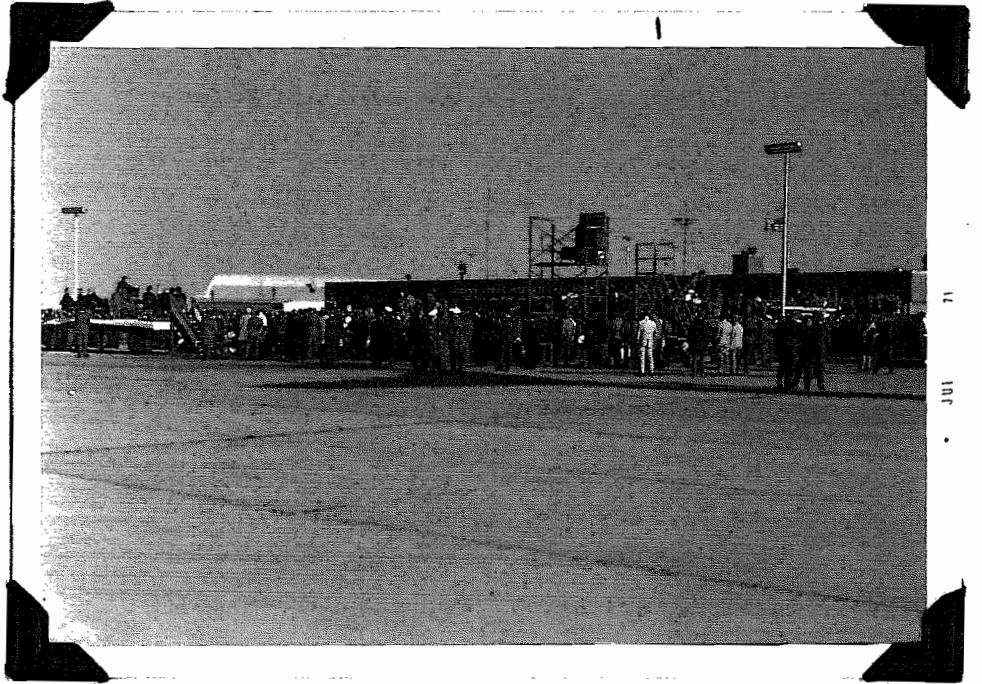
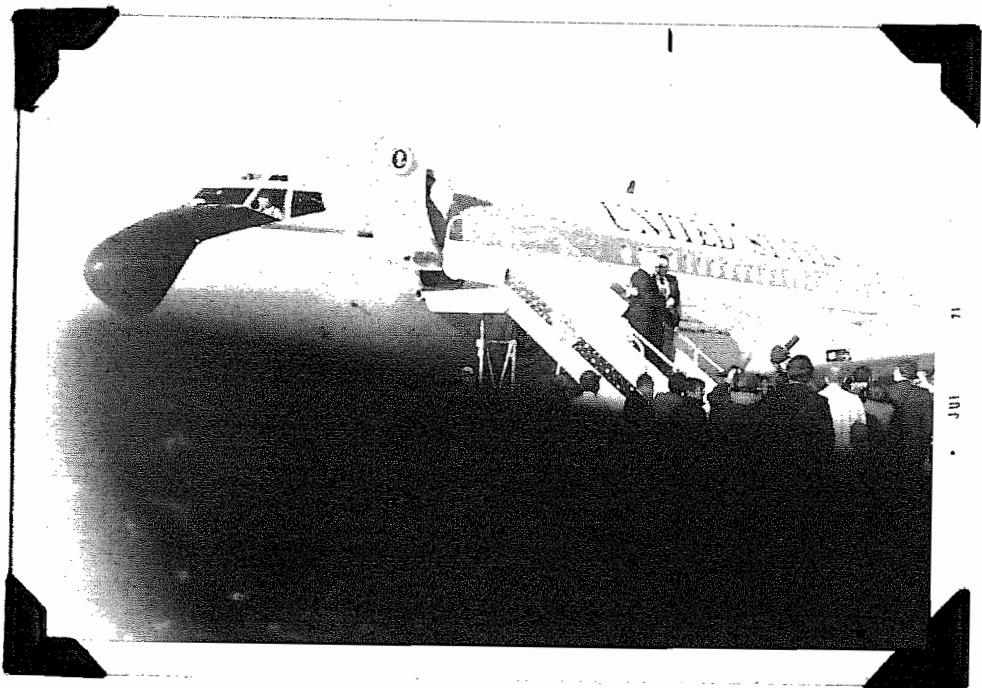
Sincerely,

*Richard Nixon*

Mr. Norman Midboe  
Airport Manager  
Grand Forks, North Dakota









## Start Work On Base For Tower

A foundation is being constructed for a portable traffic control tower which will greatly enhance safety in and around the Grand Forks International Airport.

Airport Manager Norman Midboe said the control tower will expedite movement of airplanes arriving and departing from the airport. He said it will be "like a traffic policeman directing traffic in the air and on the runways."

The concrete foundation for the tower will rise 10 feet from ground level. Cost of the foundation is \$10,900 with Ulvedal Construction Co., the contractor.

The tower, valued at \$33,900 is expected to arrive here about Nov. 15 and to be operational by about Jan. 1.

Personnel provided by the Federal Aviation Administration will man the tower. The tower also will provide a place next year for training in traffic control for students in the University of North Dakota's aviation department.

A new airport bill providing funds for airports throughout the United States was adopted by Congress in July but the actual start of tower operation must await the allocation of funds with which to pay the tower personnel. Funds are expected, however, to be available within the next month or so.

Personnel in the control tower will provide pilots with directions for landing and takeoff at the airport. They must arrange to get the fast planes in and to coordinate this operation with the movement of the slower planes so they will not overrun each other.

Additional help is anticipated in about 1½ years from an instrument control program which will be commissioned in April, 1972.

Preparations already have been made for the instrument landing program. The ground site has been completed, and glide slope arrangements have been made. The glide slope area Over the last 1,000 feet of the 7,350-foot north-south runway. A small building with antennas will transmit signals to a plane to guide it at the proper glide slope for landing. And an approach lighting system located directly in line with the center of the runway and beyond the south end of the runway will help keep the plane centered on the runway.

## Vote Slated Today

## Airline Strike End Said Near

MINNEAPOLIS (AP) — The 3,460-member Brotherhood of Railway and Airline Clerks union are to decide by Sunday night whether to accept a contract offer from Northwest Orient Airlines.

The clerks' union, which struck Northwest on July 8, has already rejected one contract offer because of unsatisfactory back-to-work guarantees.

Details of the back-to-work agreement have not been made public, but the economic package is said to be essentially the same as the one in the previous offer that was rejected early in November.

Northwest Airlines vice president Roy Erickson said Friday the contract provides for a 37.6 per cent wage hike over 29 months and another 10 per cent in fringe benefits.

Erickson also said the agreement would contain an "expedited schedule" for job recall, but added when pressed for further details there would be a "partial recall initially."

He said the timetable for recalling all BRAC members to work "relates to the economy, which seems to be on an encouraging upswing."

The Minneapolis Star reported Saturday that estimates of economic cost during the strike, which entered its 159th day Sunday, have been placed at nearly \$250 million.

Included in the costs of the strike is \$165 million in revenue loss to Northwest, \$40 million in payroll losses, \$25 million in mutual aid from other major airlines to Northwest, \$17 million in wage increases under the new contract offer and millions of dollars in loss of taxes, airport and aeronautic commission revenues, plus welfare costs for idle workers and decreases in savings accounts.

BRAC members were meeting at various hours in the Twin Cities and other station points, but final tabulations of the contract ratification vote is expected about 10 p.m., according to Jack Bacon, general chairman of the union.

## Portable Control Tower To Arrive Here This Week

By LLOYD TINNES

A control tower fosters safety for the commercial airlines and provides valuable flight information for all airport users.

Grand Forks International Airport will gain these advantages from a portable control tower scheduled to arrive here late this week.

The \$33,900 tower was to be forwarded from the factory this week and was to be towed here by truck.

A 10-foot-high concrete foundation already is in place and the tower will be hoisted atop it to provide necessary visibility of the runway areas from the tower.

From their high vantage point in the tower, the air traffic controllers can observe the movement of all types of planes on the runways and relay it on request to incoming planes.

Manager of the Grand Forks airport is Norman Midboe and Wayne Peterson will be the chief control officer for the Federal Aviation Administration, which has promised to provide traffic controllers for the tower.

Peterson said that the assignment of personnel for the tower operation is contingent on the approval of the FAA budget for fiscal 1971 since positions for the

tower are part of the budget request. He anticipates that the budget will be approved before the Christmas recess of Congress.

The tower will be manned from 6 a.m. to 10 p.m. Two men will be on duty during heavy traffic hours and there always will be one controller on duty during the manned hours of the tower. Only one commercial airlines flight is scheduled after 10 p.m. This flight will handle its own landing procedures as at present.

Tower men on duty will provide incoming planes with information regarding planes on the runways and others about to land or take off for the safety of all concerned.

Peterson believed this information will increase the volume of transient business aircraft because this type of plane prefers to have landing instructions like that available on the larger airports.

As to tower personnel, Peterson said a trainee already is receiving instructions at the Fargo airport and that others will be assigned here as soon as Congress approves the budget.

The present outlook is that the tower will be manned shortly after Jan. 1.

From then on, tower work will be handled by professional FAA controllers.

Beginning about Feb. 1, aviation students of the University of North Dakota are expected to sit in with the regular controllers for training in connection with their aviation studies.

Training activities will be conducted by fixed base operators, the local flying club and the University aviation instructors. The base operators have been conducting training for pilots for years and the flying club has done so since its organization. The UND aviation training for air controllers will be new at the airport.

## Portable Tower Put In Place

The portable traffic control tower which arrived at Grand Forks International Airport Wednesday was hoisted to a new concrete foundation Friday morning.

The foundation is 10 feet high and will permit traffic controllers to observe traffic on and above the airport from a high vantage point.

Manning of the tower by traffic controllers will be possible when funds of the Federal Aviation Agency are made available hopefully sometime in January.

Meanwhile, wiring crews will be making necessary connections to permit functioning of the tower later.

## City Seeks FAA Grant For Long Term Airport Study

By LLOYD TINNES

The Grand Forks City Council Monday night authorized the mayor and proper city officials to apply immediately to the Federal Aviation Agency for a grant to finance study of long term development of the International Airport.

The proposal would have the city appoint consultants who would recommend what changes or improvements should be included in a new master plan for the airport.

The FAA would pay up to two

thirds of the cost of the study grant.

Approval was also granted for the payment of money due for the new portable traffic control tower set up last week at the airport. The cost of the tower was \$33,900. The city has already paid \$16,950 and the council authorized payment of the balance less a 10 per cent holdback of \$3,390, or a payment of \$13,560.

A resolution was adopted which would upgrade ground rental rates for leasing property at the airport to bring rates in

line with costs and expenses related to the property.

Breakage has occurred in the city's water supply line to the Grand Forks Air Force Base which resulted in major leakage of water at two points in the line along U.S. Highway 2. Excavation of the highway roadbed was required to repair the leaks.

Mayor Hugo Magnuson explained that Air Force officials had approved the line equipment which was installed before it was laid, and the council approved a motion to contact the Air Force to ascertain what responsibility the Air Force may have to finance replacement of the defective water main.

## Use Of Airport Control Tower May Be Delayed

Use of the new portable traffic control tower at Grand Forks International Airport may be delayed beyond the anticipated opening date of March 1, according to Norman Midboe, airport manager.

Midboe said the Minneapolis office of the Federal Aviation Agency (FAA) told him federal funds had not yet been allocated for operation of control towers and it was not known just when the allocation would be made.

Preparation of the tower for use was in the final stages except for the installation of additional heating equipment.

If funding were made available, however, the tower still could be placed in operation by March 1, Midboe said. Trained personnel of the FAA will operate the tower.

The tower also will be used later as a training facility for students in the University of North Dakota's aviation training program. The students would work under the supervision of FAA operations.



# FAA Approves Staffing For Airport Control Tower

2-18-71

The budget director of the Federal Aviation Administration Thursday advised Sen. Milton R. Young he had approved arrangements to provide staffing for the temporary control tower at Grand Forks International Airport.

FAA Budget Chief James Dow told Sen. Young that officials from the FAA Minneapolis office would meet with the Grand Forks airport manager next week to work out final details and he expected the tower would be staffed by five air traffic controllers in about two or three weeks.

Sen. Young said he had been working on this and other problems related to the Grand Forks Airport for some time and was pleased that this matter had been satisfactorily

resolved. He said this action should assure Grand Forks of a permanent tower at a later date.

Young said that the University of North Dakota operates an aviation program which includes some air traffic control training and that the staffing of the Grand Forks tower should benefit that program.

Norman Midboe, Grand Forks Airport manager, said he was informed by R. O. Ziegler, area manager of the FAA, Minneapolis, that he would expect to have the tower commissioned by the end of March.

Inspections and other procedures will be required before staffing of the tower can be accomplished, Midboe said. First, a representative of the Air Traffic Control Systems, Cleveland,

Ohio, which sold the tower to the city, must give it a final inspection and the city must accept the tower before any further action can be taken.

Later, representatives of the FAA and the city will make a joint inspection of the tower to determine if it meets requirements. The agreement with the FAA requires that the city transfer the tower to the FAA before it can be commissioned for staffing.

The city bought the tower for \$33,900. This was paid except for a 10 per cent holdback which will be paid when the tower is accepted by the city.

Midboe said the tower will be manned from 6:30 a.m. to 10:30 p.m. daily. He said this will cover all commercial plane traffic except a couple of late arriving planes.

## Control Tower Being Checked

2-22-71

John Speer a representative of Air Traffic Control Systems, Cleveland, Ohio, was checking the facilities at the new portable traffic control tower at Grand Forks International Airport Monday. The Cleveland firm is the tower manufacturer.

Norman Midboe, airport manager, said Speer was checking communications equipment and also the heating system. City Engineer Frank Orthmeyer also will inspect the facilities. When the tower is determined to be satisfactory, the city would make final payment of the 10 per cent holdback on the \$33,900 building.

Approval by the Federal Aviation Administration also is required before the tower can be staffed with controllers, probably by March 1.

## Long Range Airport Need Studied By Committee

3-24-71

Preparation of a prospectus of long range needs of Grand Forks International Airport has been started by a committee appointed by Mayor Hugo Magnuson. The city and Chamber of Commerce are represented on the committee which was named at a meeting

of local officials with representatives of the Federal Aviation Administration (FAA) here Tuesday.

Items to be generally mentioned in the prospectus will include needs for airport drainage, terminal building expansion, additional apron area, expansion of auto parking, air cargo handling facilities and access roads.

The committee hopes to complete the prospectus by the end of this week. It will be mailed to planning consultants, one of whom will be selected to make recommendations of what should be done in the ensuing 15-20 years, provide cost estimates to carry out the plan, determine economic feasibility and other items.

In addition to considering improvements generally in the prospectus, the consultant appointed will be asked to consider other items and to suggest other possible needs they consider important for the future of the airport.

Two-thirds of the planning grant will be paid by the FAA and the balance by the city.

The city seeks to share in the \$10 million which will be available between now and June 30 for planning grants to cities under the Airport Development Act.

Two representatives of the FAA area office in Minneapolis returned there Tuesday afternoon after assisting local committeemen in getting started with the preparation of the prospectus.

## Traffic Tower To Be Opened Here March 26

3-8-71

Mayor Hugo Magnuson was informed Monday that the traffic control tower at Grand Forks International Airport will be officially opened for use March 26.

A letter from R. O. Ziegler, area manager for the Federal Aviation Administration, to Magnuson stated that the tower will be manned by FAA traffic controllers from 7 a.m. to 11 p.m. daily.

Approval for opening the operation was given by FAA following inspections of the tower by FAA representatives and city officials.

The tower operation will provide assistance to pilots during all of the principal commercial flights except late arrivals which may come in after the 11 p.m. closing time.

The portable control tower was purchased from Air Traffic Control Systems, Cleveland, O. for \$33,900. Funds for manning the tower with traffic control personnel were secured through Milton R. Young.

The University of North Dakota operates an aviation program which includes some air traffic control training. Students in this program will receive practical training under supervision of the FAA operators.

## Preparations Made For Control Tower Start

3-18-71

Preparations for the commissioning of the new portable air traffic control tower at Grand Forks International Airport were announced Thursday by Wayne Peterson, controller in charge.

Charles Ferguson was transferred here from the Fargo tower Monday and three additional controllers will arrive next Monday for service at the tower.

Those arriving next Monday will be David Peterson, Rochester, Minn.; Dan An-

derson from the Fargo tower, and Royal Springer, from the Flight Service Station, Grand Forks. They will be assigned to the tower for indoctrination and checkout procedures.

Commissioning of the tower by the Federal Aviation Agency is set for 10 a.m. March 26.

The tower will be manned by the FAA controllers for regular duty starting March 27. Hours will be from 7 a.m. to 11 p.m. The duty hours cover practically all commercial flights except flights arriving after 11 p.m.

## Dedication Of Portable Air Traffic Tower Slated

3-21-71

Dedication of the new PortaCon air traffic control tower at Grand Forks International Airport has been set for 10 a.m. Friday at the tower.

Opening of the tower will serve a double purpose for aviation in this community, according to Norman Midboe, airport manager. It will provide assistance to pilots on regularly scheduled commercial flights and some others and also will provide a training base for students in the University of North Dakota's aviation department.

### Guests Invited

Mayor Hugo Magnuson has invited representatives of the city, the Chamber of Commerce, the University and other guests to attend the dedication. The University delegation will include President George W. Starcher, president-elect Thomas J. Clifford and John Odegard, chairman of the aviation department.

Representing the Federal Aviation Agency will be Ronald Ziegler, area manager of the FAA area office in Minneapolis. At the ceremony, Mayor

Magnuson will turn the tower over to the FAA which will own the structure while its own personnel man the control tower. Later, when a permanent control tower becomes available with additional federal funds the PortaCon will be replaced with a permanent building to be owned by the city.

The PortaCon will be commissioned formally by Ziegler at the tower ceremony, with Wayne Peterson, as chief control officer for the FAA.

### 7 A.M.-11 P.M. HOURS

FAA controllers will man the tower from 7 a.m. to 11 p.m. daily, covering all commercial flights except those arriving after 11 p.m.

Odegard said formal written examinations have been completed by one class of UND aviation students and that training in the tower under supervision of the FAA personnel will be started later this spring. Because of the current demand for traffic controllers, he anticipated that some students may follow this type of occupation.

Training for the University

students will be conducted by the fixed base operators, the local flying club and the University aviation instructors. The base operators have been conducting training for pilots for years and the flying club has done so since its organization.

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## Flying Team Competes

A seven-man flying team, including one coed, was selected by the University of North Dakota Flying Club to represent them in the first Region II collegiate flying meet to be held Saturday at the Grand Forks International Airport.

UND participants will be Graig Alphonson and Arthur Arnt, Grand Forks; Alan Giacomelli, Philadelphia, Pa.; Larry Martin, Valley City, N.D.; Dwight Kropp, Pingree, N.D.; Wayne Hicks, Albuquerque, N.M.; and Ramona Mathews, Cogswell, N.D.

Robert Giacomelli, general manager for the flying meet, said four regional schools have accepted invitations to compete and four others may still accept their invitations. Accepting were UND, Northern Montana College, Havre, and Bemidji State College and St. Cloud State College in Minnesota.

Probable competitors are the University of Minnesota at Crookston, South Dakota State University, Brookings; University of Wyoming, Laramie; and Carleton University, Ottawa. All are members of the National Intercollegiate Flying Association.

UND's team will have Giacomelli, Martin and Hicks in the accuracy power-on and power-off landings; Alphonson, Kropp and Arnt in navigation; and Alphonson also in simulator.

Two teams, composed of Miss Mathews and Kropp, and Giacomelli and Hicks, will compete in the "bomb drop."

The flying meet will begin at 7 a.m. and could last most of the day, depending on the weather and air traffic, said Giacomelli. The contest will be the first major traffic test of the new control tower to be dedicated at the airport Friday, he added.

Trophies will be awarded for first and second place in each event. The winning school will also receive a \$100 scholarship and the high individual winner will receive a \$50 scholarship.

The scholarships will be used for the national collegiate flying meet in April at San Jose, Calif. Winners of each regional meet will get an automatic spot on the national competition list, Giacomelli said. Any other members of the NIFA wishing to compete in the national contest will be accepted on a first come, first served basis, he added.

In the accuracy landing events the pilots will be aiming for a line painted on the runway. They will have to land within 300 feet of the line. Points will be added or subtracted depending on how many feet the aircraft overflies or falls short of the line. A point range of 300 or less will be considered the better score, Giacomelli said.

On the bomb drop the bombardier will be aiming his water balloons at a circle approximately 75 feet in diameter. The aircraft will come in at about 200 feet.

A flight plan will have to be filed for the navigational event which will cover a 150-mile, triangular course. The pilot will then be graded on his estimated time of arrival (ETA) and the amount of fuel he consumes. Giacomelli also said check points will be established at the point for each change of heading and the course will be flown in 30-second intervals.

The actual course to be flown will not be released until just before the meet, he added.

The University's Cessna 150 simulator will be used in the simulator competition. Each pilot will have to follow a prescribed flight plan by simulating instrument flying in the trainer.

His course will be recorded on a flight analysis instrument connected to the simulator and a master copy will be used to determine accuracy of the flight.

Displays will be set up in the University's hangar at the airport for the meet here. The local Radio Control Flying Club will also put on a demonstration with their model aircraft.

Les Severance, head of the Federal Aviation Authority's General Aviation Office in Fargo, will be the chief judge for the meet. Others from Fargo will be Vernon Bartlizer, Wayne Turner and Darrell Schroeder, and from Grand Forks will be Jerry Coultis.

Harold Olson, Fargo, will be in charge of safety.

Committeemen from the UND Flying Club include Martin, publicity; Dean Jelsing, physical organization; Harry Wood, lodging; Mike Hilgers, transportation; Larry Willnow, trophies, and Harvey Noteboom, protocol.

Giacomelli said if bad weather cancels the meet Saturday, it will be held Sunday if possible. Otherwise he said it will be held the following weekend.



## \$10 Million Available:

# Airport Study Grant Sought By Committee

A committee of federal, city and Chamber of Commerce officials began preliminary work here Tuesday toward securing a planning grant for a study of the long-range needs of Grand Forks International Airport.

A total of \$10 million dollars will be available between now and June 30 for planning grants to cities under the Airport Development Act and Federal Aviation Agency officials were here to assist the local group in filling out an application for the study grant.

### FAA Men Here

The FAA officials were Don Stockdale, chief of the planning and program section of the Minneapolis area office, and Dave Dyrstad, planning engineer. Stockdale said it was urgent that Grand Forks file its application as soon as possible. He said this could help get early consideration by the FAA and approval by the Washington FAA headquarters before the June 30 deadline.

Taking part in the committee work to fill out the application was a group named by Mayor Hugo Magnuson including Ernest Hanson, traffic manager of the Chamber and Ralph Roth, chairman of the Chamber aviation committee; R. S. Niles, city auditor; Frank Orthmeyer, city engineer, and Norman Midboe, airport manager, and several city aldermen.

### To Employ Consultant

The committee also will discuss and get advice from the FAA men on employment of a consulting firm to study the airport needs of up to 15-20 years ahead. The discussion also would decide on such immediate needs as the enlargement of the administration building, construction of a two-story concourse structure to be connected to the administration building which also would serve as a lounge and waiting room, and on other needs.

Stockdale suggested that he and Dyrstad would confer with the city and Chamber representatives and then the FAA men would help fill out the application form.

Stockdale said long-range planning has been set up with the FAA providing two-thirds of the cost and the cities one third. He said FAA is particularly interested with cities ready to enter into a planning agreement before June 30.

### Early Request Needed

If the planning money is not requested before the deadline it will go back into the general fund with no assurance that any of it would be available later.

Dyrstad outlined requirements of the FAA procedures noting that the first step is to agree upon the objectives of the study. Stockdale said the city must decide on the scope of the projected work and then should contact an airport planning consultant.

The first phase of the study would be an inventory of present facilities, then a forecast of demands and determine what facilities are needed to meet the requirements.

From needed facilities, the committee would go into details of buildings and other facilities needed over the long term. Next would come a study of costs, economic feasibility and how to proceed with financing.

Magnuson suggested there may be a need to widen the airport authority on an area basis. Roth also stressed that this is an area airport not strictly a city airport.

Stockdale said applications are being processed by the FAA on a first come-first served basis and the intent is that the grant offer be signed by June 30.

Besides the committeemen named those attending the meeting Tuesday morning were Aldermen Donald Gilbert, Henry Havig, Myron Molstad and Earl Isaacson.

Any recommendations decided on at the Thursday meeting will be presented to the city council at its April 5 meeting.



A FEW MEMBERS of the official group which attended the dedication of the new traffic control tower at Grand Forks International Airport are pictured here standing in front of the tower. From left are Norman Midboe, airport manager; Ronald Ziegler, manager of the area office of the Federal Aviation Administration, Minneapolis; President-elect Thomas J. Clif-

ford of the University of North Dakota, County Commissioner Robert Kinney, University President George W. Starcher, Mayor Hugo Magnuson, Jerry Dunlevy, president of the Chamber of Commerce, and John Odegard, chairman of the aviation program at the University. (Herald Photo by Ken Kleven).

# International Airport Control Tower Dedicated At Ceremony

Grand Forks Friday passed a milestone in its aviation history.

So said Ronald Ziegler, manager of the area office of the Federal Aviation Administration, Minneapolis, at the

dedication of the new portable control tower at the local International Airport.

Brief talks were given by representatives of the city, the Chamber of Commerce, the University of North Dakota, the airport, and the University of North Dakota.

### Tower Ribbon Cut

Mayor Hugo Magnuson held a ribbon across the stairway to the work platform of the control tower and Airport Manager Norman Midboe cut it.

Midboe delivered to Ziegler a document assigning control of the tower to the FAA and presented him with a key to the building.

The tower, fully manned by FAA traffic controllers, officially went into operation after the dedication ceremony.

Magnuson spoke briefly at the ceremony held outside the tower and presented President George W. Starcher of the University who predicted greater things and greater safety for the airport with the guidance provided by the tower.

Jerry Dunlevy, Chamber president, and County Commissioner Robert Kinney spoke briefly, followed by Alderman Leo Haley.

### FAA Thanks Given

Midboe then turned over the tower to Ziegler who responded by thanking the community for the cooperation provided by the city, county, University, the Chamber and other interested persons.

Ziegler said the airport will have a new permanent control tower in about two years and an instrument landing system by January or February of 1972.

Another FAA official present for the dedication was John Doerflinger, air traffic branch chief of the Minneapolis FAA office.

The ceremony included the presentation to Magnuson of a certificate making him an "honorary control tower operator."

It was signed by Wayne Peterson, chief controller, and controllers Danny L. Anderson, Chuck Ferguson, David Peterson and Royal Springer.

The new tower, purchased at a cost of about \$33,000 is mounted on a 10-foot high tower of concrete blocks on a site just

west of the landing apron of the airport terminal building.

Radio information with pilots will be conducted on separate circuits for air control and ground control and all planes will be required to be equipped with two-way radio for communication with the tower.

Chamber officials present included Ralph Roth, chairman of the aviation committee, and Ben Teague, manager. City engineer Frank Orthmeyer and several city aldermen also attended.





## City Selects Consultant To Plan Airport Growth

By LLOYD TINNES

The Grand Forks City Council Monday night selected a consultant to help plan the future development of the International Airport.

Following the recommendation of a local consultant selection panel of city and Chamber of Commerce personnel, the council named the Los Angeles, firm of Daniel, Mann, Johnson and Mendenhall. The firm was chosen from a selected list of seven consultants chosen on the basis of their suitability for this type of planning.

### Would Assist City

The Los Angeles firm will be hired for the job provided a request for planning grant is approved by the Federal Aviation Administration. The firm will assist the city in preparing the request for grant to conduct a study costing \$30,000 to \$40,000 of the airport needs for the next 25 years. If approved, the FAA would pay two thirds of the study cost and the local share would be one third.

The council also approved a resolution certifying the action of filing an application for the grant.

### Police Vote Approved

Action also was taken by the council regarding the request of the General Drivers Union to represent employees of the police department. The council adopted a resolution calling on the North Dakota state commissioner of labor to conduct a secret ballot of local police to determine if they desired to affiliate with the drivers' union.

Approval by a majority of policemen would constitute recognition of the union by the city.

Another request considered was that of Local 148 of the American Federation of State, County and Municipal Employees for recognition agreement and action on pay schedules. The council voted that the mayor name a committee to meet May 25 with members of the local which seeks to represent employees of the local public works department.

An ordinance was adopted relating to rezoning from R-A agricultural to R-2 residential six lots in Valley Park 4th Addition.

### Act On Fire Station

Another ordinance amended the master plan to include streets and public rights of way on a plat of Haake's First Addition, the site of a proposed new south side fire station. The site is at the intersection of 17th Avenue S. and S. 20th Street. The city plans to select an architect soon to prepare

plans and specifications for the approximately \$300,000 fire station. Officials meanwhile have contacted the National Board of Fire Underwriters and are awaiting a reply. The city has the funds to construct the station so no bond issue will be required.

The council approved plans and specifications, ordered creation of a special assessment district and called for bids June 5:

On new street lighting on University Avenue from N. 20th Street to N. 42nd Street.

On paving 15th Avenue S. from S. 19th Street to S. 20th Street.

The council also:

—Approved an offer by James E. Gaffaney to purchase property adjacent to Gaffaney's on N. Washington Street for \$4,250.

—Granted a request by the University of North Dakota Aviation Department for renewal for one year of its airport hangar and operations lease with option for renewal.

—Granted Harry Gershman's request to move his liquor license from 423 DeMers Ave. to the 2200 block on Gateway Drive.

—Agreed that free parking will be permitted district court jurors in the county courthouse area until July 1 after which no parking tickets will be excused. It was explained that the July 1 time was set because it is then that the law will allow jurors increased pay for jury duty.

—Set a public hearing for June 7 on annexation of parts of President Park, Valley Memorial and Ole Flaad Addition, Sunnyside Terrace Addition and unplatted parts.

—Rejected all bids for demolition of buildings for the Grand Forks Parking Authority's parking program and called for new bids June 7.

—Rejected bids for seeding of the Riverside Park dike and ordered the work done by force account through the city engineer's office.

—Sent back to committee a communication from the Environmental Protection Agency relating to federal grant requirements pertaining to foundation drain connections.

—Referred back to committee the matter of signing 129 and 32nd Avenue S.

—Decided that no regulation be proposed at this time regarding the sale of detergents with phosphates.

—Referred to committee a request from the Grand Forks City and County Law Enforcement Council that the council apply

for a federal grant to support planning for a new building especially for police.

—Sent to committee and to the planning and zoning commission a request from United Hospital to present plans for the proposed medical park complex and United Hospital buildings.

—Adopted a resolution authorizing special assessment for construction of six-inch driveways on city right of way to streets and avenues if the property owners desire it and sign petitions for the work.

—Referred the matter of parking expansion at the airport to the airport committee.

## City, Fargo May Get Denver Flight

A Civil Aeronautics Board official said Tuesday Grand Forks and Fargo have a good case for a direct airline route to Denver, Colo.

John Dregge, director of community and congressional relations for the CAB, recommended the cities file a motion for "expedited treatment" in a move for getting authorization for the route.

"This is a completely new service," Dregge said, "and probably would receive more attention. I think you have a good case here."

The request for a Denver route was one of three proposals aired at the meeting in Fargo called by Gov. William Guy to discuss airline service in North Dakota.

Another objective was an apparent outgrowth of the long Northwest Airline strike which crippled North Dakota last year. That was the implementation of

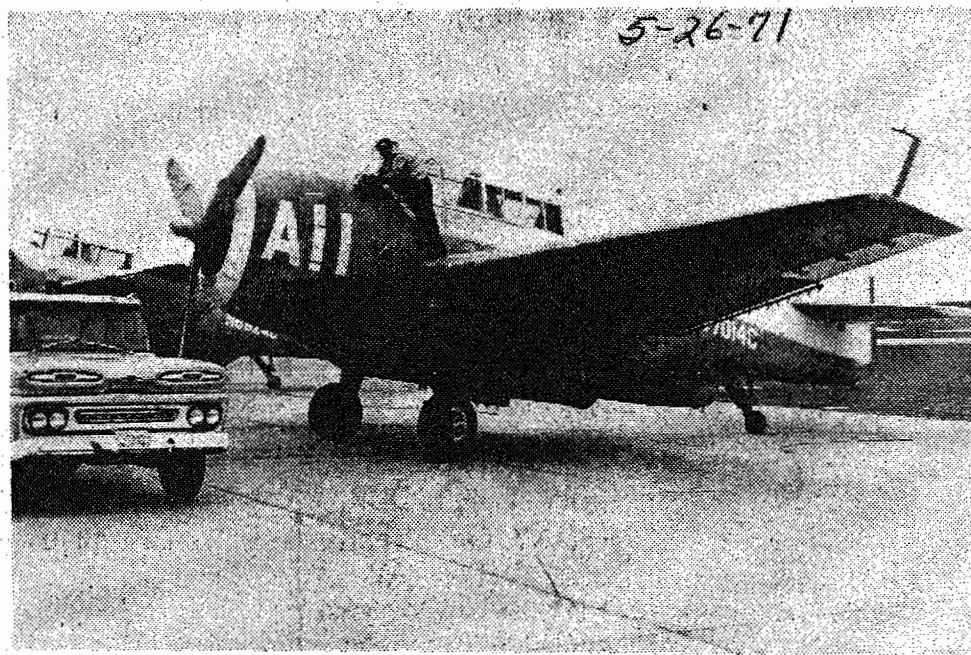
a plan for an alternate, emergency air service which would serve the state during air travel stoppage in the future.

Dregge said the workability of such a proposal is hampered because an airline is not able to change plane schedules or adapt to new airports as rapidly as the need arises.

Guy also proposed the certification of a competitive east-west route serving Jamestown and Fargo between the co-terminals of Seattle-Tacoma and Portland and the terminal at St. Paul-Minneapolis.

The CAB would be reluctant to order such an alternative carrier, Dregge said, when air traffic, particularly going west, would not warrant it.

Dregge said the three proposals seemed "fair" to him, but implementation now would be the big question and much depends on the future travel plans developed for the state.



STEPHEN "SKIP" RUCINSKI, 1118 28th Ave. S., pours oil into one of six Grumman TBMs which landed Monday afternoon at the Grand Forks International Airport. Assisting him from the ground is another city employee at the airport, Rick Langowski, 522 S. Fifth St.

The former World War II Navy torpedo bombers are now operated by the Johnson Flying Service, Missoula Mont., as forest fire fighters and tree sprayers stopped over here on a flight to New Brunswick, Canada, where they are scheduled for tree spraying service. (Herald Photo)

## Airport Survey Firm Cuts Price

A Los Angeles consulting firm has agreed to reduce its charge for conducting a study of the long range needs of Grand Forks International Airport by \$10,000.

The firm of Daniel, Mann, Johnson and Mendenhall of Los Angeles has been selected by the city council to conduct the study. The firm set a price of \$63,200 for the study, with the firm to be hired provided a study grant application is approved by the Federal Aviation Administration.

The new price of \$53,200 would be shared two thirds by the FAA and one third by the city of Grand Forks.

The new arrangement

resulted from dissatisfaction by the council and the FAA with the early figure of \$63,200 which both considered excessive.

The council objected to the higher figure at an adjourned meeting Monday and postponed action to give Mayor Hugo Magnuson time to contact the FAA and the consulting firm.

He did so by telephone Tuesday and the resulting agreement on a fee of \$53,200 was unanimously approved by nine members of the council who attended a brief special meeting Tuesday night.

A revised application will be prepared immediately and forwarded to the FAA for its approval.

## Airport Unit Elects Officers

Joseph A. Gould, flight service station chief for the FFA, has been elected chairman of the Grand Forks Airport Coordinating Committee. He succeeds Howard Peterson of Northwest Airlines as chairman.

Elected secretary was Lee Barnum of the University of North Dakota Aviation Department.

The Grand Forks Airport Coordinating Committee is composed of representatives from the Airport, the U.D. Aviation Department and Flying Club, from fixed base operators and the Federal Aviation Administration.

The committee meets monthly to discuss items of mutual interest in aviation affairs as they affect the local aviation community. Agenda items at the latest meeting included access road markings, vehicular traffic flow from the airport to Highway 2, taxiway markings and ground appearance improvements.

FAA tower chief Wayne Peterson reported on activity of the first full month of tower operation. A total of 11,035 operations, 90% of them local, were counted during April. Flight service was down fractionally because part of the radio work was taken over by the tower. However, increased pilot weather-briefing activity kept the totals very near normal. FAA electronics chief Paul Bossoletti discussed tentative commission dates of the approach light system and solid state Instrument Landing System planned for the local airport. Airport manager Norman Midboe talked on selection of consultants in the long range airport plan.

## Airport Future Studied

Two representatives of a Los Angeles consulting firm conferred here Thursday with Grand Forks city officials regarding the proposed long-range planning study for development of the local International Airport.

The consultants are Donald B. Freeborn and Byron E. Barnes of the firm of Daniel, Mann, Johnson and Mendenhall. The firm was selected by a local committee and approved for the job by the city council.

The two consultants came here to help the city prepare an application for a federal study grant of \$40,000 to \$50,000 of which the Federal Aviation Administration would pay two thirds and the city one third.

They met with Mayor Hugo Magnuson, City Engineer Frank Orthmeyer and Airport Manager Norman Midboe.

The city council action taken Monday provided that if the FAA approves the application the Los Angeles firm will conduct study of the airport needs for the next 25 years.



On Study Grant:

6-27-71

## Airport Awaiting Final Approval

By LLOYD TINNES

Verbal approval has been given by the Federal Aviation Administration of Grand Forks city's application for a \$53,200 grant for long-range planning for local International Airport. Official approval is anticipated soon, according to Mayor Hugo Magnuson.

Meanwhile, Airport Manager Norman Midboe announced that FAA inspectors inspected the 1970 work done on the airport and also gave their approval. The 1970 projects included the overlaying the main runway with asphalt, extending the runway and a parallel taxiway and preliminary work on an instrument landing system.

When the planning grant has been officially approved, the Los Angeles consulting firm of Daniel, Mann, Johnson and Mendenhall will prepare a recommended plan to meet the needs of the airport for the next 20 years.

According to a list of estimates prepared by Midboe in 1970, the total cost of the airport updating for the next 10 year period, to 1980, would be about \$11,000,000. Many of the improvements items mentioned by Midboe will be among those studied by the airport planning consultants.

About \$2 million of the projects were completed in 1970 including those approved by the FAA.

The remainder of the items needed, according to Midboe's calculations will depend for completion, for the most part, on funds available.

One item for which a contract already has been let is the enlargement of terminal building parking space from 100 stalls to about 175 stalls. This job will be done by Airport Parking Co. of America.

Among the larger items which are next on the local priority list are the enlargement of the terminal building and enlargement of the equipment maintenance building. Other items include a generator for auxiliary electric power in case of power line failure, a new crawler type fire crash truck, completion of a parallel taxiway segment and cleaning a drainage ditch which carries off water drained from the airport. Cost of these items was set at about \$1.1 million.

Progress of funding will determine when these needs will be met but the terminal building must either be enlarged soon or airline service might have to be cut back.

Improvement seen as required in the years before 1980 include enlargement of all apron areas and widening taxiway access to north-south runway, a second addition to the terminal building, aircraft storage hangar, a new east-west parallel taxiway and extension of present east-west runway to 5,300 feet, with lighting, resealing runway and a new rotary snowplow.

About 1976, land will be needed for a new north-south parallel runway and extension of the present north-south runway, a new south north-south runway, in 1979, and more taxiways in 1980.

## Airport Planning Monies Approved

6-29-71

Mayor Hugo Magnuson was informed Tuesday morning by U.S. Rep. Mark Andrews, R-N.D., that the Federal Aviation Administration has officially approved Grand Forks city's application for a \$53,000 grant for long-range planning for the International Airport.

Andrews stated he believed the approval was important to enable the city to prepare for the needs of the future. He said he believed the study and the results of the study will be

"very beneficial" to the Grand Forks area.

Magnuson said "it is my hope that if the study is completed, that we will be able to establish an area airport authority. This will give us a broader base of responsibility for airport operations and we will proceed to get the study completed as soon as possible."

The consulting firm of Daniel, Mann, Johnson and Mendenhall has been retained by the city to prepare a recommended plan to meet the airport needs of the next 20 years.

Grand Forks Mayor Hugo Magnuson has signed an agreement with the Federal Aviation Administration whereby the FAA will provide two thirds of the \$53,200 cost of a long range planning study of the needs of the local International Airport. The city will provide the remaining one third. 6-30-71

A Los Angeles consulting firm is scheduled to begin long-range planning for Grand Forks International Airport before July 30, according to Norman Midboe, airport manager. He said the last step remaining before the work starts is for the consultants to sign a contract between them and the city. 7-15-71

## Instrument Landing System Here To Be Installed By February

7-10-71

An instrument landing system installation for Grand Forks International Airport is scheduled to be completed by February of 1972.

The ILS is an electronic landing aid which consists of two radiated frequencies. The localizer lines the aircraft up with the runway and the glide slope which furnishes the horizontal glide down angle to the runway.

Lighting beyond the south end of the north-south runway is expected to be installed by about Oct. 1 this year. This visual landing aid consists of multi-series of medium intensity lights extending several hundred feet beyond the south end of the north-south runway coupled

with a line of lights that flash from the far end toward the runway end. This gives a pilot a better system of lining up with the runway and following the chain of flashing lights to the landing strip. Bids for this job will be awarded July 12 and the work is to be completed within 75 days afterward.

Discussions of these and other airport improvement items were held at a meeting last week of the Airport Coordinating Committee.

The ILS installation and runway lighting extensions are part of the continuing updating of the local airport to meet needs of the immediate future. Long range planning, looking ahead 15 to 20 years, also is

scheduled to get under way as soon as federal approval is given for a study grant to enable the job to be started.

A variety of other items designed to aid the airport operation also were discussed at the committee meeting.

Among these were pay parking, painting of the center line of the airport access road, control of vehicles using the ramp area and other minor items.

### Will Increase Parking

Airport parking space are being nearly doubled under a contract with a private firm which is taking over the operation. Pay parking under this arrangement may become effective in mid-September. The area in back of the terminal (east side) will be expanded and paved.

Airport, airlines and other airport personnel will have parking stickers and parking for them will be free. This is in the contract. A parking pay schedule for airport visitors will be announced later. Batteries will be available for cold weather starting.

Only authorized vehicles will be allowed in the ramp area and caution or yield or warning signs will be erected at all entrances to the ramp.

### Aldermen Invited

Members of the city council have been invited to attend meetings of the committee which are held at intervals to discuss airport problems.

The committee consists of personnel from both airlines, fixed base operators, airport management and Federal Aviation Administration.

Joseph A. Gould of the FAA is chairman of the committee. Others who attended the meeting last week included Lee Barnum and Wayne Hicks of the University of North Dakota Aviation Department, Bruce Ellis, Paul Bossoletti and Wayne Peterson of the FAA, Norman Midboe, airport manager; Tom Britton, airport; Howard Peterson, Northwest Airlines manager; and Harley Lind, North Central Airlines. Bossoletti is the FAA electronics chief, and Wayne Peterson is chief controller at the airport control tower.

## New Fire Rules, Money Burden Threaten Airport

7-25-71

By LLOYD TINNES

Proposed fire regulations of the Federal Aviation Agency could bring operation of Grand Forks International Airport to a halt if they were enforced as scheduled by April 1, 1972, according to Norman Midboe, airport manager.

The new rules, calling for enlarged fire fighting facilities, could not be met here under present circumstances and Grand Forks officials and others across the nation who would be affected have filed objections with the FAA and called for a change in the proposals.

### Mayor Asks Relief

Mayor Hugo Magnuson has taken the matter up with FAA officials in Washington and with the North Dakota congressional delegation with requests for relief from the anticipated problems.

He said it now will be up to the FAA to study the rebuttals received by them and decide what can be done to ease the situation.

The new requirements call for two fire crash trucks with a total capacity of 3,000 gallons of water on all airports which have airlines service. The crash units must be able to reach the site of a crash and be ready to dispense fire repellants within three minutes. The airport also must have one dry chemical truck with 500-pound capacity which also must be able to be at the site in three minutes.

### More Personnel Required

Midboe said this would require having personnel at the airport fire station at all times.

Present fire fighting equipment at the airport includes one truck with a 500-gallon water capacity. Present fire fighting personnel are available in this capacity only part time since they are engaged in other activities and would only be available in a fire emergency. Then, all personnel on the base

would be involved in the fire fighting efforts.

Base personnel presently do building and field maintenance work and also dispense fuel to the airlines and other aviation customers. This brings in about three quarters of a million dollars annually and the personnel who do the work are needed to retain this vitally needed income, he said.

Midboe said many other items are required under the proposed FFA rules and that the cost of all of them would be prohibitive for Grand Forks.

The proposed schedule calls also for high level security fencing about the airport and would require expansion of the fire equipment and maintenance building.

The city would receive 50 per cent federal participation on the cost of buildings and equipment and fire trucks but the overall costs nevertheless would run into hundreds of thousands of dollars.

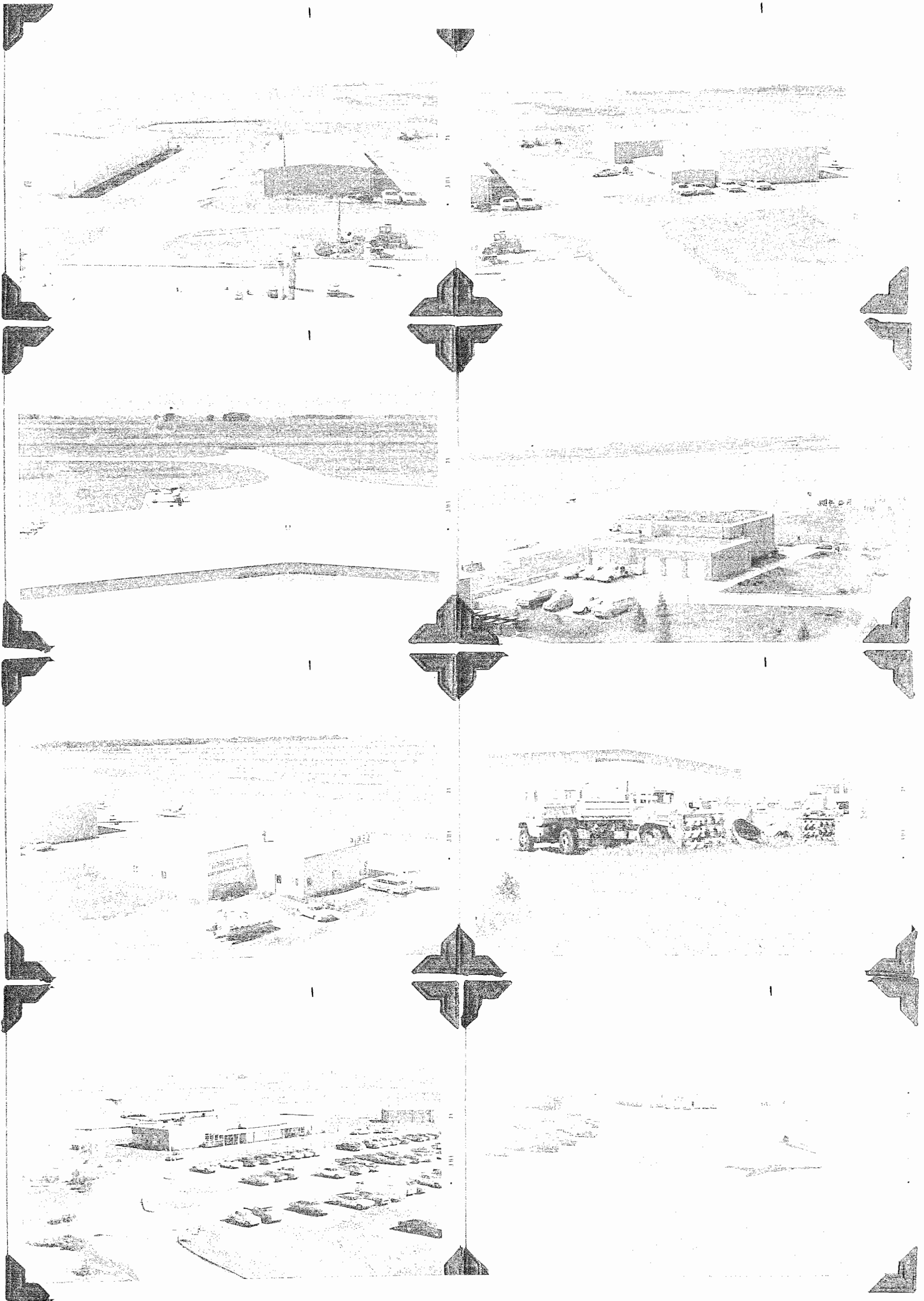
Here are some estimates of actual costs to the city which would be involved under the proposed rules:

Building expansion, \$100,000; another fire truck, \$25,000; tanker trailer to haul water about \$10,000; annual cost of personnel about \$80,000; unestimated extra costs for heating buildings, maintenance, keeping equipment in running order and purchase of chemicals in order to practice for efficiency in fire control. Operating expenses would cost about \$100,000 more than at present Midboe said.

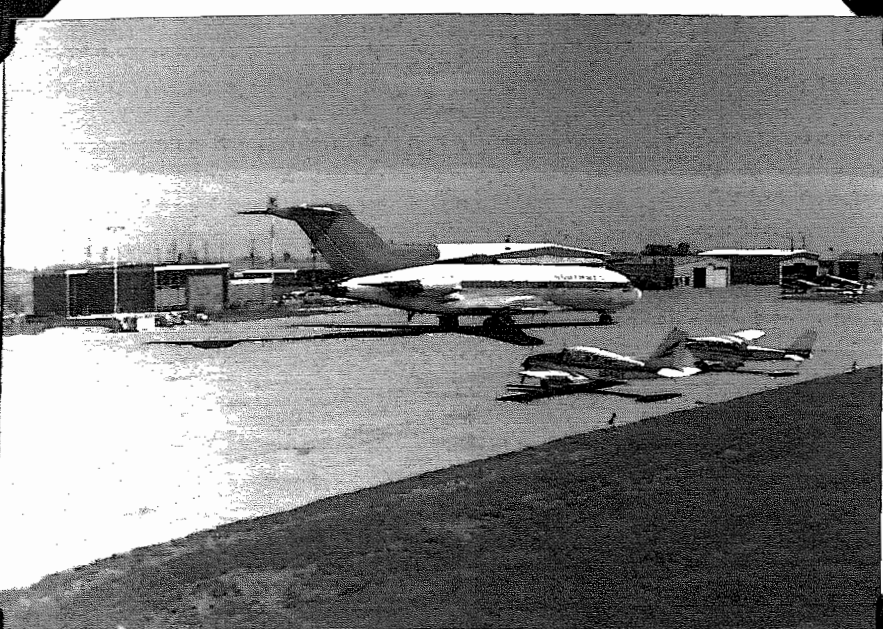
He estimated that the cost to the city would amount to \$4 to \$6 for each emplaned passenger.

The North Dakota State Aeronautics Commission also has forwarded a brief opposing the new regulations. The commission also pointed out the effect the rules would have on various North Dakota airports.

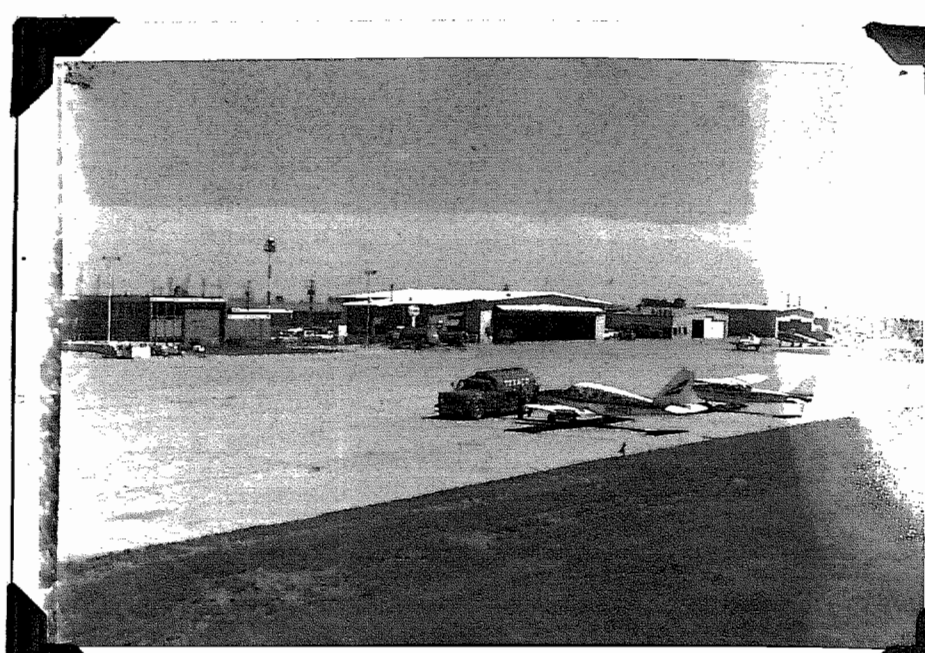
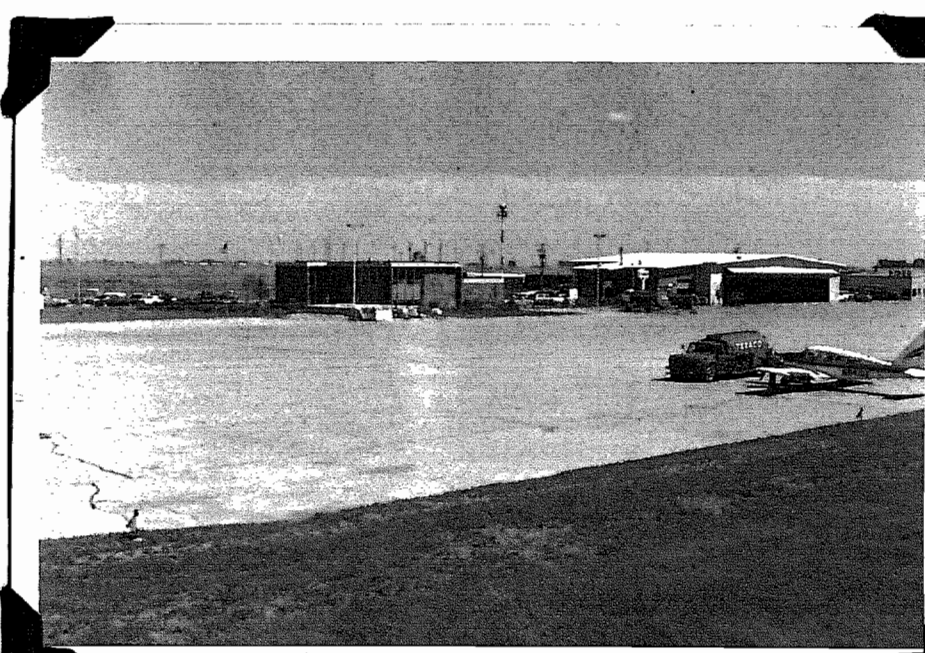












## New Airport Safety Rules Argued

WASHINGTON (AP) — New bills in Congress and the Federal Aviation Administration's reaction to widespread protests from airport operators indicate new government safety standards for airports will be both diluted and deferred.

Airport officials claim the proposals would double the operating costs of many smaller airports.

"We recognize at this time there will be impossible compliance dates and consideration is being given to that problem," said James T. Morse, chief of FAA's safety oper-

ations branch, in an interview.

Most of the airport operators' complaints to the FAA are against proposed requirements for crash, fire and rescue equipment and crews. Morse said "we're considering some modification" of those proposals.

The National Association of State Aviation Officials said the crash, fire and rescue proposal alone would cost an average of \$100,000 per airport for equipment, or a total of \$55 million, plus a like amount each year for operational costs.

The FAA proposed the safety

standards last May 14 as required by the Airport and Airways Development Act of 1970. The law sets a May 21, 1972, deadline for the FAA to certify that all airports handling scheduled airlines flights have complied with the regulations.

Sen. Howard Baker, R-Tenn., however, introduced an amendment Friday to defer the effective date of the certification procedure for one year. Baker and Sen. Quentin Burdick, D-N.D., also introduced separate proposals Friday to have the federal government pick up all or most of the cost

meeting the new standards.

FAA administrator John H. Shaffer said in a letter to Sen. Carl Curtis, R-Neb., that "it appears that the proposed airport certification rule, as proposed, will be modified in certain areas."

The rules would require airports to have one or more fire vehicles manned by crews trained to get them to the scene of a disaster within three minutes. The amount and capability of the equipment would be at one of five levels, depending on the size of aircraft using the airport.

Fill work for the extension of the parking lot at Grand Forks International Airport will be completed in a few days, weather permitting, according to Thomas Britton, assistant airport manager. When the lot is completed, it will provide about 100 spaces in addition to the present 100-stall parking lot. It will be operated by the Airport Parking Co. of America which will take over the parking operation.

## 14 City Employees Hired

Hiring of 14 Grand Forks city employees was announced Monday by Richard Espeland, city personnel officer.

Eight are police patrolmen and six were hired under the federal emergency employment act.

Patrolmen are Nelson T. Ramsey, 1303 S. 20th St., a former local policeman; Gary L. Johnson, 712 Cherry St.; Gregory J. Clark, Stephen, Minn.; Clifford L. Phelps, 2021 S. 17th St.; Leon A. Chromy, 530 Cambridge St.; Dale A. Shane, 1110 22nd Ave. N.; Richard E. Holtz, 1703 6th Ave. S., and Eugene J. Masse, 106 Lincoln Dr.

Hired under the employment act were John M. Schmesik, 1123 Second Ave. N., as an accountant in the auditor's department; Carl Halvorson, 611 6th Ave. N., airport; John Michael Beaton, 110 N. 15th St., airport; Donald S. Kargel, 1102 24th Ave. S., airport; Gail M. Dreyer, 1006 Cherry St., as a volunteer coordinator in the Community Action Center, and Duane S. Burwell, 524 14th Ave. N., health inspector aide.

Purpose of the emergency employment is to hire people to provide better public service. Federal funds provide 90 per cent of the salaries, with the city paying 10 per cent.

## Burdick Favors Rural Airport Development

WALHALLA, N.D. (AP) — Sen. Quentin Burdick, D-N.D., Sunday warned that rural areas are being excluded from proper air transportation development.

In remarks prepared for delivery at Walhalla, Burdick said there has been a lack of rural emphasis on the development of airport facilities.

A federal aviation administration proposal to require all air carriers to comply with costly safety equipment and manpower levels would seriously jeopardize the role of small passenger airports, said Burdick. He specifically men-

tioned the airports at Williston, Minot, Bismarck, Jamestown, Devils Lake, Grand Forks and Fargo.

"The safety programs are necessary," Burdick said, "but it is also necessary that the smaller communities receive help in providing that safety."

Burdick said he has joined efforts to extend, for at least one year, the date of compliance with the new rules proposed by the FAA. "At the same time," he added, "I plan to request hearings which will lead to the development of plans to preserve our few rural freight and passenger air outlets and to make them a vital part of our transportation network."

## Work Begins On Airport Lights

Fixtures for the approach lighting system at Grand Forks International Airport are being installed this week and the new lighting system will be commissioned for use this fall, according to Norman Midboe, airport manager.

Work on the new instrument landing system also will move ahead this fall with laying of cables and installation of antennas but the ILS system is not expected to be commissioned until early next year.

Preparation of the parking lot extension at Grand Forks International Airport was resumed Monday after rainy weather prevented work the latter part of last week. The size of the parking lot is being doubled. A packer was used Monday to firm up the dirt base for blacktopping which will follow.

## Compliance Proposal Delayed

WASHINGTON (AP) — The Senate Tuesday passed a proposal sponsored by Sen. Quentin Burdick, D-N.D., which would delay by one year the date of compliance with airport operating certificates.

All airports receiving certified passenger carriers were to have complied with the requirements of the certificate by May of 1972.

Burdick said implementation of the operating certificate requirements next year, however, would have made it all but impossible for airports in North Dakota to comply.

"North Dakota faced the possible loss of air travel at that time," Burdick said. "The extension provided by my amendment allows both the congress and airport interests a breathing spell in which to study federal aviation rules."

Burdick said it had become clear since congress favorably acted upon the Airport and Airways Safety and Development Act that small airports such as those in North Dakota could not survive even the modest increases in operating costs due to the airport certification standards allowed by the act.

The extension of one year of the date of compliance will insure adequate consideration of the needs of North Dakota's small airports and the extent of federal responsibility in meeting these needs, Burdick said.

The runway and parallel taxiway at Grand Forks International Airport has been cleared of snow and is in good operating condition, according to Norman Midboe, airport manager. Clearing work was proceeding Monday on aprons and short taxiways.

## Airport Parking Job Nearly Done

Work on additional parking at the Grand Forks International Airport is nearing completion and the addition is expected to be opened about Nov. 15, according to Norman Midboe, airport manager.

All concrete paving has been finished and ticket spitters and ticket booths have been installed.

Remaining work includes fencing and electrical work and painting of stripes for parking spaces.

Opening of the new area will provide a total of about 170 parking spaces, which would be double the present number.

The new parking is east of the present parking area in front of the airport administration building.



## Parking Protest Vote Close:

11-16-71

# Duluth Firm Options Old Airport Land

By LLOYD TINNES

Sale of 37 acres of Airport Addition land west of Interstate 29 to Goldfine, Inc., Duluth, Minn., was authorized by unanimous vote of the Grand Forks City Council Monday night.

The price was \$250,000 of which \$25,000 was paid for a two-year option on Lots 1, 2 and 3 of Block 5 and Lots 3, 4, 5, 6 and 7 of Block 6 Airport Addition.

Manuel "Monty" Goldfine, Duluth, executive vice president of the firm, made the offer which was accepted by the 13 members of the council who

were present. All of the 14 members except H. H. Herberger Jr. were in attendance.

The council also took action on a protest originated by Herberger at the last regular council meeting against special assessments totaling about \$20,000 against the city hall, north side fire station and the south side fire station. The assessments are to finance the parking improvement project of the Grand Forks Parking Authority in the downtown area, with assessments being made against benefitted firms.

The council defeated by a margin of 7 to 6 a motion that the council protest the assessment.

Voting to deny the protest were Aldermen Eugene Lavoy, Henry Havig, Earl Isaacson, C. P. O'Neill, Kenneth Vig, J. A. Dunagan, and Leo Haley. Voting to protest were Myron Molstad, Dennis Hogan, Donald Gilbert, Ludwik Kulas, C. J. Thomforde, and Neil Hensrud.

Arrangements for rezoning and replatting the Goldfine sale area were referred to committee and to the city planning

and zoning commission to work out.

Other land west of I-29 which has been sold included Lot 1, Block 6, owned by Texaco which operates a station on it, and Lot 4, Block 5, bought by Phillips Petroleum Co.

The Goldfine sale closely follows another major land sale in the Airport Addition, the latter being for a shopping center east of the Interstate roadway. It consists of 18½ acres located at the corner of University Avenue and North 42nd Street, sold for \$220,761.

The total acreage of land of-

fered for sale by the city about six years ago in the Airport Addition was 166.56 acres. The Goldfine sale leaves 65 acres still for sale and with interest also expressed by some other prospective purchasers.

Goldfine said his firm's planning includes two phases for the Airport Addition plot. First phase will be the construction of a large department store with 125,000 to 150,000 square feet of floor space. The store would have 57 departments featuring name brands of quality merchandise, and furniture, ap-

pliances and sporting goods among the larger items.

He said the store would employ about 200 persons, practically all of them from the Grand Forks area. Total investment of the project would be about \$3 million.

Goldfine said if other firms joined in with his company on the 37-acre plot there would be a second phase of the project including development of a shopping area with an enclosed mall.

He said his firm was excited about the Grand Forks project and hoped to bring in customers (Turn to Page 8, Col. 8)

NOVEMBER 16, 1971

## DULUTH

(Continued from Page 1)

from a 50-mile radius in all directions.

The Goldfines originally operated a livestock business which started 49 years ago. Over the years, they converted to department store operation. Erwin Goldfine is president of the firm.

Besides the big Duluth store, Goldfine said the firm has two new stores under construction, one at Grand Rapids, Minn., and the other at Winona, Minn. It also has bought a site for a store in Fargo, N.D.

## Grand Forks Herald

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# Airport Parking Lease Arranged

By LLOYD TINNES

Paid parking will become operational at Grand Forks International Airport Wednesday under a 10-year lease with Airport Parking Company of America (APCOA).

APCOA which has similar airport concessions at 100 cities including Fargo, N.D., Rapid City, S.D., Sioux Falls, S.D., and Duluth, Minn., has financed \$42,500 improvements to the airport parking area.

Norman Midboe, airport manager, said the parking facilities have been doubled to a total of about 170 spaces. The original 85 spaces are paved with concrete and the new area with blacktop surfacing.

Parking rates start at 35 cents for the first two hours, with 15 cents for each additional hour, rising to a maximum of \$1.50 for 24 hours.

APCOA is a division of International Telephone and Telegraph Corp.

The new parking area will have parking control equipment, lots will be striped and signs will be posted. APCOA is responsible for meeting the payroll, buying uniforms, tickets and other materials and providing insurance for its operation. Midboe said most other airports of Grand Forks size have paid parking.

Explaining the overall operation, Midboe said the paid parking concept assures that there will be space for air travelers. The plan permits picking up or dropping off passengers at the terminal building without charge.

Cars will be watched over while parked. The attendants will be available for help if a car is stalled and will turn off lights accidentally left on.



NORMAN MIDBOE  
Airport Manager

Midboe said that income guaranteed to the airport under the 10-year contract is "like money in the bank."

The parking firm will pay the airport a guaranteed annual amount of \$2,400 plus 25 per cent of gross annual receipts in excess of \$25,000 but not more than \$40,000 per annum, plus 35 per cent on receipts above \$40,000 but not more than \$55,000, 45 per cent on receipts above \$55,000 but not above \$70,000 a year. Other larger amounts also are listed.

A local manager will be hired and trained by zone and division managers and will be supervised and checked by APCOA's zone office.

# City Land Sale Picture Brightened By Action

11-7-71

By LLOYD TINNES

The picture regarding the sale of land in the Grand Forks Airport Addition has changed sharply for the better with the completion of the sale of 18½ acres for a proposed shopping center.

Sales had been few and far between since Holiday Inn bought its present site in 1966. It seemed that few were interested although some transactions were completed.

When the land sale effort began in 1966, the property for disposal totaled 166.65 acres.

Now, with sale of the shopping center site for \$220,761, there remains about 102 acres of the original property still unsold.

Of the 166.65 acres, a total of 50.61 acres has been sold and 12.90 acres placed on options. Total income of sales and options will reach \$745,763 if all options are followed by sale.

Land sold comes to \$635,041 and optioned land is valued at \$110,722.

But above and beyond the selling, there has been increased attention by prospective purchasers to the airport land, with some having definitely indicated they intend to buy if suitable adjustments are made.

One firm has under consideration the purchase of more than 30 acres west of Interstate 29 and others have shown interest in land on both sides of Interstate 29. Total acres west

of I-29 is 89.30 and east of the Interstate, 77.35 acres.

Holiday Inn started the parade with its 1966 purchase of 7.11 acres on its present site for \$125,000. Other purchasers since then have been Dr. Richard H. Leigh, 6.5 acres for \$52,511, Mobil Oil, 4.6 acres for \$78,000, Texaco, 4.8 acres for \$59,200, Phillips Petroleum, 8.1 acres for \$100,000, and Robert Grina and Hugh Robertson, the latest sale, 18½ acres for a shopping center for \$220,761.

Optioned land includes three acres for Ramada Inn, valued at \$23,522.40, Twin Cities Construction Co., 6.13 acres, \$49,040, and Dr. Richard Leigh, 4.77 acres for \$38,160.

## Plans Set For Airport Parking Lot

11-29-71

An Omaha, Neb. official of the Airport Parking Company of America (APCOA) was scheduled to arrive in Grand Forks Monday afternoon to make final arrangements for opening the expanded pay parking facility at International Airport Wednesday morning.

Thomas Fisk, division manager of APCOA will select a parking lot manager and line up personnel to operate the facility.

The charge for parking will be 35 cents for the first two hours, and parking will be handled on a basis similar to that of the parking authority lots in downtown Grand Forks.

Persons entering the lot will pull a ticket from a ticket spitter which will open the entrance gate. The driver then parks his car and pays the attendant at the exit booth when he leaves.

The parking area has a total of approximately 170 parking spaces and is enclosed with a chain fence.

There is no charge for loading and unloading operations by passengers at the terminal building but other parking is on a pay basis, according to Norman Midboe, airport manager.

# Additional Airport Parking Available

12-1-71

Increased parking facilities became available Wednesday at Grand Forks International Airport when a parking area of about 175 spaces was officially opened to the public.

Cost of parking is 35 cents for the first two hours.

One half of the parking area is on an automatic ticket basis, with a ticket spitter issuing tickets when a driver enters the lot. He then parks his car and pays the attendant at the exit booth when he leaves the lot. The other half of the lot is manually operated. An attendant hands incoming drivers tickets and the driver pays when leaving the lot.

The older half of the lot is concrete and the additional new area is blacktopped.

Thomas Fisk, Omaha, Neb., has been here several days preparing for the opening of the lot. He is zone manager for seven midwestern states for the Airport Parking Company of America (APCOA).

Fisk said seven local persons will be hired to operate the new lot and that a manager will be appointed soon.

Attendants will be on duty

during flight times and there always will be someone in charge of the lot, including a security man during non-flight hours at night.

Fisk said APCOA has parking facilities at 500 cities in the United States.



## Highway 2 Problems Discussed 12-3-71

Pay parking and ground traffic problems between Grand Forks International Airport and U.S. Highway 2 were discussed by the Airport Coordinating Committee at a meeting in the airport terminal building.

The meeting also brought information that a new approach lighting system is scheduled to be commissioned at the airport this month and that instrument landing will become operative in the spring.

Pay parking became effective in an enclosed area east of the terminal building Dec. 1. Hours are from 6 a.m. to 11:45 p.m. for pay parking but an attendant or security man will be available around the clock for persons needing assistance in the parking lot. Parking stickers for all airport personnel for access to ramp areas will be issued by the airport manager.

Paul Bossoletti, chief of the airways facilities here for the Federal Aviation Administration (FAA) cited the traffic problem between the airport and Highway 2. He said that during low visibility conditions the access to and from Highway 2 is a "definite hazard."

He said traffic leaving the airport must cross two lanes of westbound traffic on the highway and then proceed into two lanes of eastbound traffic. He said an invitation has been extended to the state highway engineer to meet with the committee to obtain his views regarding a solution of the problem.

Bossoletti said that a permanent traffic control tower at the airport may be installed earlier than expected. He said no firm date is available pending further information from the FAA regional office.

## Airline Proposal Spans N.D. 12-5-71

WAHPETON, N.D. (AP) — The Wahpeton - Breckenridge, Minn., Interstate Airport was mentioned by North Dakota Aeronautics Commission director Harold G. Vavra as one of nine state terminals being considered for a proposed commuter airline system spanning North Dakota.

Vavra said federal government action was expected on the proposal by mid-December. He said the system currently was under study by the Department of Transportation in Washington.

### Wahpeton Added

Vavra, who was in Wahpeton to present a \$5,000 airport grant on a newly-constructed airport terminal building, explained the Wahpeton region initially was not included in the proposal but was added just recently.

He said if the plan is approved it would involve a three-year pilot or demonstration airline service for the cities of Fargo, Jamestown, Bismarck, Dickinson, Williston, Minot, Devils Lake, Grand Forks and the Wahpeton region.

Estimated cost of operation the first year is \$1 million, he said and a \$500,000 federal subsidy would be needed for operation during the second and third years.

### Plan Full Service

The proposal includes full airline service, including teletype system desk model computers for reservations. Each terminal point would have to meet federal navigational standards but funds would be available from the government to aid in installation of beacons or more elaborate visual guidance systems, he said.

The system, Vavra said, would involve about 50 employees and four 15-passenger turbo-prop aircraft operating on three route systems with two scheduled round trips daily. Vavra said a requirement of the plan is that a private company operate the airline with fulltime station personnel.

## Big Plane Service Curtailed 12-10-71

A runway lighting failure on the north-south runway prevented landing of the larger airlines planes at Grand Forks International Airport Wednesday and Thursday nights.

Both Northwest Airlines and North Central Airlines have been affected by the difficulty which is attributed to the failure of the lighting regulator to function properly, according to Norman Midboe, airport manager.

Midboe said a factory representative has been contacted and was expected to arrive in Grand Forks Friday to check on the lighting problem.

The lights affected are high intensity lights that run along the edges of the runway.

Howard Peterson, Northwest Airlines manager, said two of the night airlines arrivals are the large 727s. He said northbound passengers from the Twin Cities on 727 flights will be transferred to buses at Fargo to complete the trip to Grand Forks until the lights are repaired. One early morning plane Thursday had to circle the airport for some time waiting for official sunrise time in order to make a landing.

North Central Airlines has two night arriving planes. One is a heavy DC-9 and the other is a lighter Convair plane. Passengers from the large plane arriving at Fargo would be transferred either to a lighter type plane for the trip to Grand Forks or taken by other means.

The lighter planes can land on the east-west runway which was not affected by the lighting difficulty.

### By LLOYD TINNES

The year 1971 was a big year for the Grand Forks International Airport with major improvements bolstering the safety and convenience of facilities for pilots and passengers.

And there's more of the same ahead this year along with completion of professional consultants' plans for development

of the airport to handle the bulging traffic anticipated in the next 20 years.

New facilities installed the past year include a Port A Control tower, approach lighting system and greatly increased terminal building parking facilities.

The progress report by airport manager Norman Midboe states that in 1972 he looks

The meeting will discuss phase one of the airport study being made by the Los Angeles consulting firm of Daniel, Mann, Johnson and Mendenhall. Phase one of the planning report covers an inventory of existing facilities, a forecast of future demands, facilities including buildings to meet the demands, and environmental considerations.

## Airport Lighting Restored 12-12-71

Lighting was restored to the north-south runway at Grand Forks International Airport Saturday and heavy commercial planes can land here again at night after being eliminated by a runway blackout since Tuesday night due to a line failure.

Passengers on two night flights of Northwest Airlines disembarked at Fargo, N.D., Wednesday and Thursday nights and were bused to Grand Forks. North Central which also has a night flight was able to use the east-west runway with its somewhat lighter planes and maintained temporary service on this basis. Northwest's large planes are Boeing 727's which are heavier than North Central's DC-9 planes.

Norman Midboe, airport

manager, said that when the lights went out Tuesday, they figured it was due to failure of the large regulator which controls light operation.

They contacted General Electric offices at Duluth, Minn., and D. G. Novak, field engineer, was sent here to investigate. He discovered the regulator was in good condition and that the failure resulted from a break in

a light cable in the older section of the runway.

Elding Electric crews brought in an air hammer and dug down to the cable. They found the break west of the terminal building and made temporary repairs, running an above-ground line to provide lights on a temporary basis until permanent repairs can be completed.

## Airport Utilizes Temporary Cable 12-13-71

A temporary cable was laid above ground for a distance of about 300 feet to serve the lighting system for the north-south runway at Grand Forks International Airport, according to Airport Manager Norman Midboe.

The cable was installed to repair a break in the underground system which blacked out the runway and forced heavy type commercial planes to land at Fargo and bus passengers to Grand Forks for three days last week.

Midboe said the temporary cable will serve for the winter and that a permanent underground installation will be postponed until spring.

JANUARY 30, 1972

## '71 was big year for city airport

forward to completion of a new instrument landing system, plans for expansion of the terminal building to accommodate more air travelers, runway apron expansion and construction of a new headquarters building for the University of North Dakota Aviation Department.

The portable control tower, which cost the city approximately \$50,000 when completed, was activated when it was certified by the Federal Aviation Administration March 26.

Ownership of the control tower was transferred to the FAA at dedication ceremonies attended by federal, state, coun-

ty and city officials and Chamber of Commerce officials.

The tower has been in operation between the hours of 7 a.m. and 11 p.m. since it was activated. Midboe said the tower operation has helped expedite the movement of aircraft on the ground and in the air and that it has enhanced the safety of everyone using the airport.

Midboe said the FAA has informed him that a new permanent control tower facility will be constructed on the airport in the near future. He said bids have been called for construction of the tower.

An airport planning grant to finance a long-range study of airport needs for the future was

approved by the FAA June 30, 1971, and a contract was made with the Los Angeles consulting firm of Daniel, Mann, Johnson and Mendenhall. The firm will do the study for a fee of \$53,200 of which the FAA will pay two thirds of the amount.

Retention of the consulting firm was recommended by a consultant selection panel of city and Chamber of Commerce personnel.

The study will include airport development during the next 5-, 10- and 20-year periods. It is nearly half completed and is scheduled for completion and submission to the city in March. The report will include definite

plans for financing the staged development.

As part of the long-range development of airport navigation and landing aids on the airport, the FAA awarded a contract July 12, 1971, for installation of medium intensity approach lighting with runway alignment indicator lights located on the south approach to the north-south runway. The system was completed in

December and placed in regular use. Midboe said it has provided much assistance to aircraft on alignment for landings to the north during inclement weather.

Contracts have been awarded for installation of the instrument landing system (ILS)

and completion is scheduled in March. The ILS consists of a glide slope which furnishes the horizontal glide down angle to the runway and a localizer which lines the aircraft up with the center of the runway.

ILS will make it possible for aircraft to land with lower ceiling and visibility conditions and will reduce the number of missed approaches and flight cancellations which have occurred in the past, Midboe said.

Under a contract with Airport Parking Company of America, Cleveland, the airport parking lot was improved and expanded to 170 auto spaces. Parking area was doubled and additional lighting and fencing was in-

stalled. The lot was striped and parking control facilities were made operational Dec. 1.

Only employees working in the terminal building are eligible for free parking in the public parking lot. Loading and unloading of passengers and cargo along the terminal building is permitted but vehicles cannot be left unattended in the terminal area.

Midboe anticipated that during this year, plans will be developed for expansion of the airport terminal building to better accommodate air travelers. Also this year, preliminary planning will be started for apron expansion.

## City Airport Planners And Officials To Meet Here 12-13-71

Airport Manager Norman Midboe received confirmation Monday that a meeting of future planners for Grand Forks International Airport with local officials will be held here Jan. 5 at 2:30 p.m. Place of the meeting will be announced later.

The firm of Daniel, Mann, Johnson and Mendenhall has been hired by the city to develop a future plan for the development of the airport and two of its representatives will attend the meeting.

Meeting with them will be representatives of the city, Chamber of Commerce, State Aeronautics Board, Federal Aviation Administration and others interested in airport development.

The planners will report on the progress of their planning

for Phase One. This covers an inventory of existing facilities, a forecast of future demand, facilities requirements to meet the demand and environmental considerations.

## Airport Planning Meeting Slated 1-3-72

Planning consultants for the future of Grand Forks International Airport will meet here Wednesday with representatives of the city government, the Chamber of Commerce, the Federal Aviation Administration and the North Dakota State Aeronautics Commission.

Property brings \$995,000:

## Sale of old airport land very profitable for city

By DICK BLAIR

The City of Grand Forks has taken in approximately \$995,000 through the sale of the old airport land at the west city limits.

Henry Havig, former Grand Forks councilman, who is serving on a non-profit basis in charge of disposal of the property, has set a minimum goal of \$1,250,000 by the time the entire land is sold.

Havig is confident the goal will be reached.

So far, 99.95 acres of land has been sold or is on option, which averages close to \$10,000 an acre. The former airport property totaled 166.65 acres at the time sales began.

Land remaining to be sold includes 25.59 acres on the east side of Interstate Highway 29 and 41.11 acres on the west side of I-29 for a total of 66.70 acres.

The first sale made was to Holiday Inn in 1965. Since that time, sales have become more frequent each year. Delays encountered have been due to installation of sewer and water, construction of I-29 and U.S. Highway 2 interchange, University Avenue paving and last spring, I-29 connecting construction.

Havig said tightly zoned regulations protect the remainder of the airport land and said this has been a factor in good prices obtained for the property.

Havig doesn't charge a cent for hours of time and effort he has put in selling the old airport land to the benefit of the city treasury.

The city only furnishes telephone calls and stationery. Havig provides for his own stenographer, all costs in dining



HENRY HAVIG  
Scouts For Industry

and entertaining prospective purchasers and for transportation of prospects from and to the airport and around the city.

Havig has served on many civic boards during his many years of residence and public office here.

He said "I like to do it. I feel every man who makes a good living in Grand Forks owes something to the city. According to their wealth, persons should devote a proportionate time for the good of the city."

Havig said of his efforts in successfully selling the former airport land, "I had the ambition I wanted it to be developed properly and something the city could be proud of."

He credits much of the success to a "team effort," a real "City Hall effort." This has included assistance from the city engineers, assessors, administrative offices, the health department and others. The city sign department aided by mak-

ing signs. "There has been good assistance and good cooperation from all city departments," he said.

Northern States Power Co. also received Havig's praise for the firm's assistance in paying for special brochures describing the city.

Havig is optimistic on prospects of Grand Forks attracting more industry. "We have a pretty good chance of getting our share," he says.

He advises "the industries we have to work hard on are food processing and those agricultural-orientated."

"Weather isn't always a factor," Havig reported from his many talks with industrial leaders. "Good schools, parks, open space and fresh air are more important. People are more interested in living than anything."

He indicated Grand Forks can provide everything industrial leaders desire in selecting this city as their location. "The labor market is okay in Grand Forks. We have everything."

Havig is supposed to be retired, but finds he is devoting 50 to 66 per cent of his time in furthering industrial development in Grand Forks.

He recognizes the time is soon approaching when it will be necessary to have a fulltime person to handle the many aspects of industrial solicitation. "You have to go industry," he said. "This means concentrated mailing, telephone calls, personal visits and much more."

If sufficient funding is provided, Havig has no doubts Grand Forks will be No. 1 of regional cities obtaining industry.

## Airplane part theft charged

Charles S. James, 24, 1204 University Ave., appeared in county court Friday on a charge of embezzlement of airplane parts and was later released on \$500 bond.

James was alleged to have taken a 100-horsepower airplane engine which belonged to the University of North Dakota Aviation Department and fraudulently appropriated it to Montgomery Airspray, Inc., sometime between May 20 and June 10, 1971.

The complaint further alleges that James allowed Montgomery Airspray, Inc., to remove parts from the engine which exceeded the value of \$100. James, who was employed as an operations supervisor by the aviation department at the time of the alleged embezzlement, was also alleged to have appropriated the engine without the department's permission.

The engine had been pulled out of an aircraft at the time of the incident, the complaint alleged.

The matter has been continued until March 14 at 9:30 a.m.

## Airline wants hearing on new Denver route

FARGO, N.D. (AP) — Northwest Airlines has changed its stand and now favors a Civil Aeronautics Board (CAB) hearing on a proposed Grand Forks-Fargo-Denver air passenger route.

The airline, in notification received by the Fargo Municipal Airport Authority Friday, said it favored a CAB hearing on the proposed passenger route.

In the form of a docket filed to the CAB, Northwest asked hearing on the route be reconsidered.

The hearing was requested by the State of North Dakota, but turned down by the CAB Jan. 6. At that time, Northwest opposed the hearing.

Mendenhall, hired by the city to map airport expansion needs for the next 20 years.

The consultants reported on phase one of their report and their suggestions included:

To meet the needs of the future, the terminal building should be tripled in size with 31,576 square feet of floor space. The present size of 10,938 square feet and is "standing room only" in the lobby practically every mid-afternoon. The new size is needed now to properly accommodate ticket and baggage requirements for space, and increased restaurant, rest room, entrances and other facilities. By 1990, the terminal would need about 10 times its present size.

location of the terminal

## Terminal building proposed

By LLOYD TINNES

Construction of new terminal facilities rather than expansion of the present Grand Forks International Airport was favored by city, state and federal officials who met in city hall Thursday.

The meeting was featured by a report by representatives of the Los Angeles consulting firm of Daniel, Mann, Johnson and Mendenhall (DMJM) who were hired by the city to conduct a long range study to determine the future needs of the airport.

DMJM representative Byron Barnes pointed to large colored maps on the wall as he and Charles Rendall of the consulting firm explained that new facilities would cost only a little more than expansion of the present outmoded layout.

Attending the meeting for the city were Mayor Hugo Magnuson, several aldermen and other city officials. Others in the group included E. J. Hanson and K. A. MacKichan of the Chamber of Commerce aviation committee, David Rask of the Federal Aviation Administration (FAA), and Harold Vavra, North Dakota state aeronautics director.

Barnes said the present terminal building is cramped in all areas. It contains only about 7,500 square feet of floor space above the basement area whereas FAA-recommended capacity calls for 30,000 square feet now, 45,000 square feet in 1982 and 75,000 in 1992.

The plan presented by Barnes was one of three plans shown on the DMJM maps. No. 1 would expand present facilities, No. 2 would build new ones, and a third plan was eliminated because of higher cost.

The favored No. 2 plan would include a new passenger-cargo terminal building south of the existing terminal. It would be located about half way to U.S. Highway 2 along the existing airport entrance road.

The present terminal building would be converted to use as a general aviation building to serve present airport-based plane operators.

Hangars and fixed-base operators would be concentrated east of the present base operator facilities.

A new drainage system would be installed and a new taxiway would be built to serve a new runway to be built east of the present terminal.

Barnes foresaw a break through in air cargo operations about 1980-85 which would require more runway and taxi space. He said additional land should be secured with this in mind.

building must be determined during the next stage of the consultants' report. It might be expanded in its present location or a new building built in another location.

Auto parking, now totaling 192 spaces, should be expanded to 350 for use in 1975 and up to 621 by 1980.

The north-south parallel taxiway should be completed. Work was halted when federal funds ran out in 1970, with the middle strip of taxiway west of the terminal building still not paved for a distance of about 1,000 feet.

Expansion of the apron area is needed to permit improved entrance and exit at the terminal building site. A plane parked at the gate now prevents other planes moving up to the terminal.

By 1975, a parallel taxiway will be needed for the east-west runway and by 1980 a parallel north-south runway for light planes will be needed east of the terminal building.

Mayor Hugo Magnuson headed the group of city aldermen and officials including Norman Midboe, airport manager. David Rask of the Federal Aviation Administration, Bismarck, and Harold Vavra, Bismarck, director of the North Dakota Aeronautics Commission, were present from outside the city.

Next step in the plan was the presentation of tentative plans for development and finalizing of the master plan. The approval of FAA and city officials.

## City Chamber directors make recommendations

The board of directors of the Grand Forks Chamber of Commerce Friday afternoon made recommendations on three matters of current city concern.

It recommended approval of Option 2 in a report submitted to the city on development of Grand Forks International Airport. This option includes the construction of an entirely new airport terminal building south of existing buildings on the airport property.

It gave its backing to a proposal before the City Council that the salary of the mayor should be raised from \$300 to \$500 per month.

It suggested that the wording of an advisory question on the April 4 city election ballot be changed to ask the voters whether they want city bus service continued and whether they would approve a one-mill levy for the support of such a service.

Installations have been completed, Midboe said, except for the missing components. When they have been installed, the system will be ready for commissioning.

The ILS is an electronic landing aid consisting of two radiated frequencies. The localizer lines the aircraft up with the runway and the glide slope provides the horizontal glide down angle to the

The resolution on the airport development question was contingent upon receiving a variance from the Federal Aviation Agency on the spacing between the

Massive expansion of Grand Forks International Airport facilities was suggested by consultants who presented a plan calling for immediate increase in terminal building space as a prime need at a report meeting at city hall Wednesday afternoon.

The consultants used large wall maps to point out the areas of shortage of passenger space, baggage handling, runway and apron space. Attending was a group of about 30 persons representing the city, Chamber of Commerce, University of North Dakota, and other interested groups.

The speakers were Byron Barnes and Chuck Rendall, of the Los Angeles firm of Daniel

## New Landing System Near

An instrument landing system for Grand Forks International Airport will be commissioned in February or March depending on the time of arrival of needed components of the ILS system, according to Norman Midboe,



New terminal favored:

3-12-72

## City group gives approval to airport plan drawing

Grand Forks city has ordered new facilities at the local International Airport. The plans are expected to be available in final plans for construction of about 30 days.

Representatives of DMJM consultants of Los Angeles received the go ahead at a meeting in city hall Friday afternoon of city, state, federal and Chamber of Commerce officials who discussed various procedures. At a meeting Thursday, the group had decided on construction of new facilities rather than expansion of present facilities.

Byron Barnes and Charles Rendall of DMJM outlined the effect of the relocation of buildings and addition of runway facilities.

The favored plan would include a new terminal building of about 30,000 square feet of floor space as compared with the present 7,500 square feet above ground. It would be located about half way to U.S. Highway 2 south of the present building and along the existing airport entrance road.

The present terminal building would be converted to use of general aviation operations when the new building has been completed. Meanwhile, because of the current space shortage in the terminal, it would be possible to add to the present structure. The enlarged building would partially relieve the present space shortage and also could be used later for general aviation which could make good use of the extra room, the meeting group decided.

There may be some revisions in the final plan submitted by DMJM which will require approval by the city council before further steps are taken. The planners are drawing plans for use of the airport needs of the next 20 years.

## Airport to receive new control tower

4-8-72

Grand Forks International Airport is one of 64 scheduled to receive pre-fabricated control towers under a contract signed Friday by Secretary of Transportation John Volpe, Rep. Mark Andrews, R-N.D., announced.

The Grand Forks tower will consist of a three-story, 30-foot shaft, topped by a hexagonal cab adding another 16.5 feet to the overall height. Inside the cab will be approximately 230 square feet of floor space for the consoles and other equipment used by the air controllers.

Volpe announced that a \$12.9 million contract for the 64 prefabricated towers had been awarded to Hunt Building Corp. of El Paso, Tex. It calls for delivery of one tower per week

for 15 months beginning next December, thus, completing the contract by mid 1974.

The Grand Forks tower is 43rd in the priority list, according to Andrews, making its target date about late October, 1973.

The tower here will replace a portable tower now being used by the Federal Aviation Administration. The portable tower was provided by the city pending the erection of a permanent tower.

Prices of the towers under the contract range from \$164,500 to \$264,500 each. They range from 30 to 70 feet in height.

Volpe said that use of the prefabricated towers not only would save money, but time in completing the towers. He said such towers already have been tested and found suitable.

Of UND aircraft:

4-9-72

## Sugar found in engine

By RONALE SAYRE

Expert examination of the port engine of the trouble-plagued DC-3 twin engine passenger plane of the University of North Dakota in Minneapolis on Friday has revealed a heat-scarred main crankshaft and heat-damaged connecting rod.

Grand Forks Police Chief S. Duane Knutson and John D. Odegard, chairman of the University aviation department, said Saturday that the damage to the crankshaft and connecting rod was the result of a substance, believed to be sugar, put into the oil supply.

Sabotage had been suspected by University officials following seven engine failures in the DC-3 after about 300 hours of flying time. North Central Airlines officials have said they consider

the DC-3 engine one of the most reliable and report an average number of four engine failures in 100,000 hours of flight.

The basic engines cost from \$5,000 to \$6,000, but with accessories and installment it could total \$10,000, according to University officials. Two engines were ruined and the others required extensive repairs, said Odegard.

Samples of oil and gas have been sent by the aviation department to private commercial laboratories in Oakland, Calif., and Chicago and have confirmed the presence of sugar. Knutson reported that Grand Forks police have also conducted tests.

The first malfunction occurred on Dec. 18, 1969, on a flight from Iowa with the basketball team. It was a main

bearing failure, and the plane landed safely in Minneapolis. It is unusual for a main bearing to fail, said Odegard, but it does happen.

The latest failure occurred on Feb. 3 on a take-off from Grand Forks for a flight to Denver with the hockey team. A rising oil temperature alerted pilot Bill Knox to the trouble and the plane returned to the airport and landed safely. In all but two of the instances of engine failure, the aircraft had its full load of passengers.

Knutson said aircraft experts reported that sugar does not dissolve in oil or gas and thus would miss the oil filters on the aircraft. He said it would not be difficult for a person, who had some knowledge of an aircraft, to get the sugar into the oil or gas supply.

MARCH 14, 1972

RURAL DELIVERY  
MARCH 15, 1972

GRAND F

## City airport receives waiver to allow jumbo jet use

By LLOYD TINNES

A waiver for the operation of jumbo jets on the existing facilities of Grand Forks International Airport has been approved by the airport district office of the Federal Aviation Administration (FAA) at Bismarck.

The question arose at a meeting here Friday in which long-range plans for the airport were discussed by representatives of the city, state, the FAA and Chamber of Commerce.

Plans were approved at the meeting for construction of a new terminal building south of the present one and for new runway facilities in addition to the present north-south runway and parallel taxiway. There is a distance of 400 feet between the existing runway and taxiway and this is specified in the new plans prepared by Los Angeles consultants who attended the meeting.

The need for a waiver arose because the recommended distance between the center line of the runway and the center line of the taxiway was raised by the FAA to 600 feet.

Mayor Hugo Magnuson later contacted Roy Cunningham, chief, airport district office, FAA, Bismarck, who answered that "you expressed concern relative to the necessity of obtaining a waiver for the opera-

tion of jumbo jets, such as the Lockheed L-1011, proposed for use by Northwest Airlines, because of the 400-foot separation between the primary runway and the taxiway.

"... The 400-foot separation reduces the capacity of operations where a jumbo jet is landing while another jumbo jet is on the parallel taxiway. Also the additional separation reduces the problem of wake turbulence from a jumbo jet on the runway to another aircraft on the parallel taxiway. The 400-foot separation will not affect the landing minimums.

"Since Grand Forks International Airport now has a control tower which can

regulate the operations of jumbo jets on the taxiway when another is on landing final, any restriction of the airport capacity can be held to a minimum, and we feel the additional expense to provide the recom-

mended separation for the projected operations at the airport is not warranted.

"Therefore, we feel, the existing 400-foot separation... is adequate for the 20-year DC-10 and L1011 operations."

I think it is about time that people are informed of the aviation industry as it really exists in this area, rather than the fantastic episodes executed by the UND which are considered only part of the day's work for the professional. We have a local operation that flies the airmail between Grand Forks and Minneapolis, with stops at Thief River Falls and Detroit Lakes, for five nights of the week. Their mission is to deliver the mail regardless of the weather, and this they do. It should be noted that their chief pilot, Ardell Bestland, has the best record of service of any airmail pilot in the entire U.S.A. as reported last week by the FAA.

We don't want to forget the fact that UND operates on taxpayers money and that publicity helps keep these appropriations alive. The UND Aviation Department doesn't publicize the fact that they instigated the arrest of one of their former employees for embezzlement and that the case was dismissed for lack of evidence. The case was a complete farce but cost the defendant unnecessary expense and embarrassment to prove himself.

I know the existing conditions first hand as I have been in business as an aviation operator on the Grand Forks Airport since 1946.

JIM MONTGOMERY

APRIL 9, 1972

## Herald

The Herald invites letters to the editor. Hold letters to 300 words. Writer's name will be published unless otherwise stated. Herald reserves right to edit.

### PLANE 'SABOTAGE'

GRAND FORKS — It is interesting to notice what publicity the UND Aviation Department is getting relative to their accusation of someone putting sugar in the oil of their aircraft. It is further interesting to note that only samples sent in by themselves show contamination; those sent in by government officials show negative.

I was questioned for a couple of hours by law officials in regard to this, I being a major suspect. I strongly advocated that all persons involved, which definitely included myself, be given the lie detector test. I have several questions, which if asked to the right people, would certainly produce some red faces.

## Horrible crime

THE ALLEGED SABOTAGE OF A DC-3 AIRCRAFT belonging to the University of North Dakota demands the most thorough investigation possible, and, if suspicions are discovered to be well founded, the prosecution and severest penalties for whoever is responsible.

It is hard to imagine a more horrible crime than that of endangering the lives of a plane full of student athletes or others who might be traveling on the aircraft. This is much more serious than just the property damage which apparently has already been caused. Seven cases of engine failure over a relatively short period, causing aborting of flights, seems like too much of a coincidence to be explained by carelessness or accident.

Luckily, the trouble always has been discovered in time so that the plane was able to land without injury to any of the passengers. But whoever is responsible for the sabotage, if indeed sabotage is involved, could not count upon such a result.

The penalty for hijacking an airplane can be death. But most hijackings involve relatively little danger to the passengers. Sabotaging an airplane, on the other hand, involves great danger to everyone who may be scheduled to ride upon it.

We do not believe in the death penalty. But anyone who would deliberately sabotage an airplane certainly is either so sick or so calloused that he should be dealt with in the most serious manner. Society must be protected from such a person.

We hope that further investigation will show that no such sabotage existed. But if it did, we hope that the criminal responsible will be discovered and that he will be dealt with in such a way that he can no longer endanger lives on a wholesale basis.

RURAL DELIVERY  
APRIL 13, 1972

APRIL 12, 1972

## Contracts signed by city, airlines

Commercial airlines officials signed written contracts continuing present landing fees at Grand Forks International Airport and discussed various airport needs at a meeting with city officials at the airport Tuesday.

Needs cited included expansion of present terminal building facilities and a security program acceptable to the Federal Aviation Administration.

Norman Midboe, airport manager, said the written contract was needed because the airlines had been operating since the price freeze of August, 1971, on an oral agreement to continue the prevailing landing fees.

In 1970, when the north-south runway was lengthened and overlaid with an 11-inch blacktop strengthener, and a new taxiway was constructed, the rate was eight cents per 1,000 pounds gross landing weight. A 12-cent rate then was negotiated to help pay off \$600,000 revenue bonds which were sold to secure the runway overlay. The contract expired Aug. 15, 1971, and the fee schedule was continued without a contract. The existing lease

with Northwest Airlines and North Central Airlines expires Feb. 1, 1974.

The airlines officials said they need a common baggage pickup facility and additional lobby space to handle present traffic. They said they will investigate to determine if they can assist the city in financing the improvements.

The airport must submit a security program acceptable to FAA by June 15. The program will include security fencing, identification of persons and vehicles entering the airlines operations area and a police officer who would be on duty during scheduled airlines operations times.

Those at the meeting included Mayor Hugo Magnuson, Mayor-elect C. P. O'Neill, aldermen Ludwik Kulas, H. H. Herberger Jr., City Attorney Gordon Caldis, City Auditor R. S. Niles, City Engineer Frank Orthmeyer, Airport Manager Midboe, R. W. Chambers, director of properties for Northwest Airlines, and J. P. Dow, North Central Airlines secretary, both of Minneapolis, and J. A. Butala, station manager, North Central Airlines, and Howard Peterson, station manager for Northwest Airlines.

**4-11-72**  
The city council's finance-public safety committee recommended acceptance of a new contract with Texaco, Inc., for fuel service at Grand Forks International Airport at a meeting at North Star Inn Monday. The committee also recommended some changes in the organizational structure of the fire department and approved retaining E. W. Brady Co. to audit the city finances.

## Airline officials confer with city

**4-11-72**  
Officials of Northwest Airlines and North Central Airlines met at Grand Forks International Airport Tuesday afternoon with city and airport representatives.

Discussion was scheduled regarding landing fees and the immediate needs of the airlines for additional terminal facilities.

Heading the city group were Mayor Hugo Magnuson and Mayor-elect C. P. O'Neill. Included were officials of the city engineer's office and Airport Manager Norman Midboe.

One of the urgent needs at the airport is expansion of terminal building space which is called for in long-range development plans now in progress.

**4-19-72**  
The firm of DMJM, Los Angeles planning consultants, has granted a 60-day extension for completion of its long-range planning report for Grand Forks International Airport. They asked more time to do additional soil testing, field exploration and environmental study.

**4-30-72**  
The Aviation Committee of the Grand Forks Chamber of Commerce will meet at 3 p.m. Thursday at the Chamber offices. Robert Lander, chairman, said development of an Airport Authority will be discussed. Harold Vavra, director of the North Dakota Aeronautics Commission, has indicated he will attend, according to E. J. Hanson, director of transportation for the Chamber.

## Airport authority holds 1st meeting

**5-3-72**  
The first meeting of newly-appointed airport authority committee was held at Grand Forks city hall Wednesday.

Mayor C. P. O'Neill presided over the meeting which was held preparatory to sending Alderman H. H. Herberger Jr. and Airport Manager Norman Midboe to San Francisco to confer with consultants who are mapping 20-year plans for the local International Airport.

At a previous meeting with representatives of the DMJM consulting firm here, officials of the city, state, federal and Chamber of Commerce approved plans for a new terminal building to be south of the present building. The new building would be more than three times as large as the present facility which is overtaxed for space. The approved plan was one of three plans studied at the earlier meeting.

Herberger and Midboe were scheduled to leave Thursday for San Francisco. The meeting Wednesday was discussing what instructions were to be given the local representatives.

They were told to determine the feelings of DMJM on plan 2 and in regard to a proposed boarding fee proposed to help airport finances. The commercial airlines have indicated they might help on financing additional space construction.

An important facet of future airport planning will be to determine the extent and nature of the airport authority. It could be either a municipal authority financed by Grand Forks city, a regional authority in which the area served by the airport would be included, or a joint authority with participation based on population of the areas served.

Attending the meeting were

O'Neill, and aldermen Herberger, Myron Molstad, C. J. Thomforde and Robert Wedin, and Midboe for the city, and E. J. Hanson, Robert Kennedy, Robert Lander and James Carlson, Chamber of Commerce.

## Airport proposals studied

**5-10-72**  
Two Grand Forks city officials have brought back preliminary drafts of a tentative plan for expanding and modernizing the local International Airport for use during the next 20 years.

Alderman H. H. Herberger Jr. and the airport manager, Norman Midboe, brought the drafts from Los Angeles, where they inspected them at the offices of the DMJM consulting firm and checked them over with the consultants.

DMJM said they expect to have a final draft of the plan completed about June 20. The final plan could include some changes if these were decided on by the city council. The preliminary drafts will be studied here by the city-Chamber of Commerce airport authority committee and by the council. When a final draft has been approved by the council, a public hearing will be set before further action.

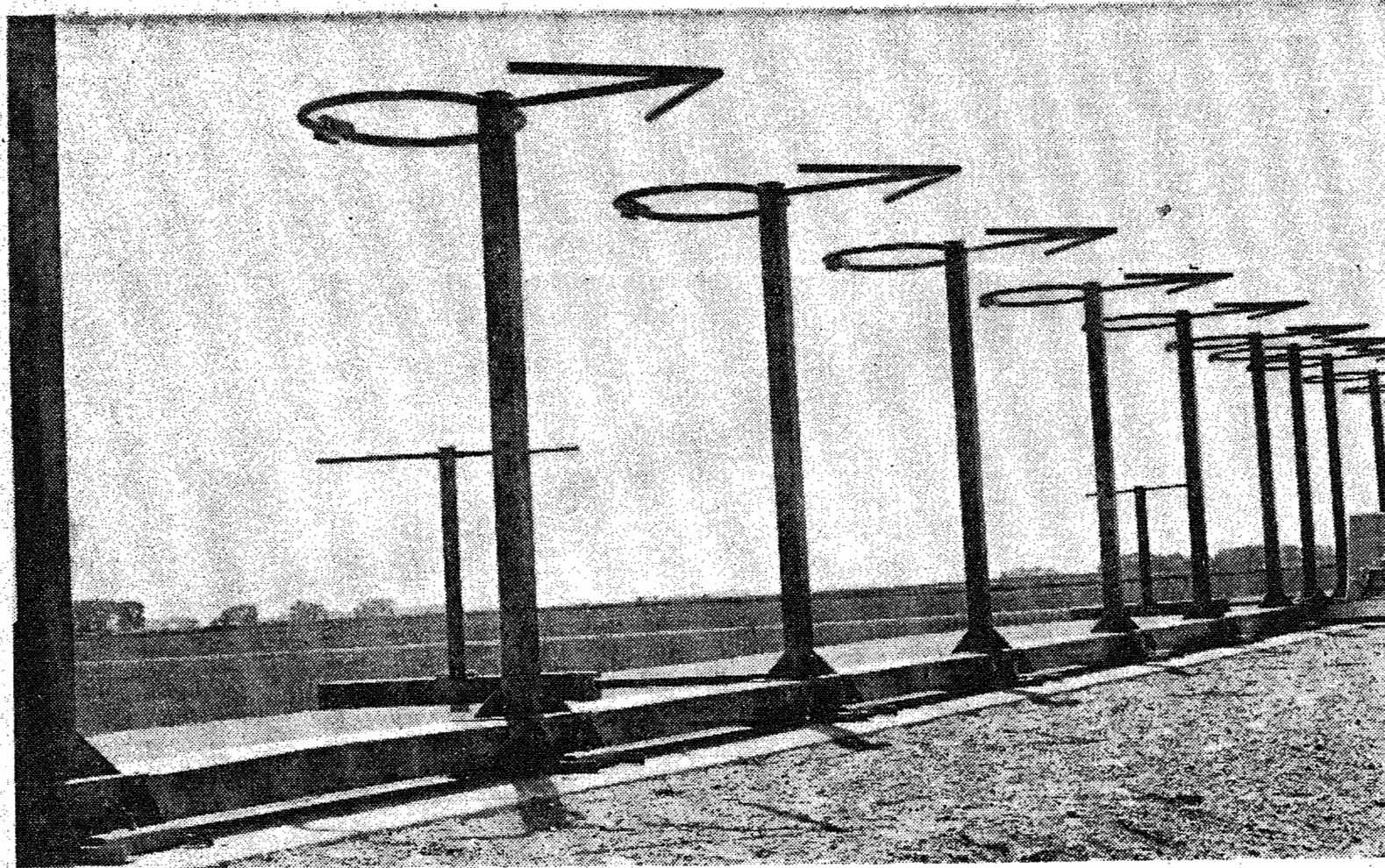
The plan approved at previous meetings here by the city-Chamber committee included moving the terminal site to a point about one half mile south of the old terminal building. The new building would be located closer to the airport entrance road with parking on the east side of the road instead of the present arrangement on the west side. The overall plan calls for relocation of all hangars except the present hangar under lease by the University of North Dakota Aviation Department.

The old terminal building would remain and be used for general aviation purposes, with the new terminal handling the commercial airlines traffic.

The airport authority committee was appointed May 1 by Mayor O'Neill. It was named to study the feasibility and possible implementation of an area airport authority including the size of the airport, the scope of the authority and timing of the project.

**5-23-72**  
The Aviation Committee of the Grand Forks Chamber of Commerce will meet at 4 p.m. Thursday in the Chamber offices. E. J. Hanson, director of transportation, said City Councilman H. H. Herberger Jr. and Norman Midboe, Grand Forks International Airport manager, will report on a meeting held at Los Angeles, Calif. concerning development plans of the local airport.





AN IMPORTANT SEGMENT of the instrument landing system being installed at Grand Forks International Airport is the "localizer" shown above which guides a plane to proper lateral position for a landing on the runway. The 15-column localizer topped by antenna bearing steel rings and arrows is located at the north end of the run-

way. A generator in a nearby metal building provides a signal which flashes on the pilot's panel of incoming planes to keep the plane in correct position. At the opposite end of the runway, a glide slope indicator helps the pilot remain in proper glide slope downward for his landing. (Herald Photos by Ken Kleven)

## Airport funds scheduled here

Sen. Quentin Burdick, D-N.D., announced Saturday that \$92,000 has been scheduled for airport development at Jamestown, Minot and Grand Forks.

The administrator of the Federal Aeronautics Administration assured Burdick the money would be reserved within the amounts provided in the fiscal 1973 budget for the FAA.

The development includes the construction of a compass locator at Jamestown, which will provide electronic guidance for approaches and landings.

The money would also establish visual approach slope indicators at the municipal fields at Minot and Grand Forks. These devices are used to determine whether a pilot's angle of approach for a landing is correct.

## Pilots now 'fly the needle:'

### Glide path extension proposed for airport

6-13-72

The Federal Aviation Administration (FAA) is considering extension of the glide slope area of Grand Forks International Airport because of the current installation of two new ILS approach procedures.

Most of the approaches to the main north-south runway are from the south, according to Wayne Peterson, FAA air traffic representative here.

Under present procedures, an incoming airlines pilot begins letting down into an electronic glide path at about 16 miles south of the north-south runway. The changes being made for the new instrument landing system (ILS) caused FAA to propose an amendment to present rules which would extend the glide path distance to 23 miles. At that point, the pilot would begin receiving electronic signals on his flight panel to guide him

downward at the correct angle to make a safe landing.

The FAA invited interested persons to participate in the proposed rule making by submitting such written data, views or arguments as they may desire.

All communications received within 30 days after publication of this notice on the Federal Register will be considered before action is taken on the amendment. No public hearing is contemplated at this time but arrangements for informal conferences with FAA officials may be made by contacting the regional air traffic division chief.

Notice of the proposed alteration of the approach transition area was received here from M. M. Martin, director, Rocky Mountain Region, FAA, Denver, Colo.

### Zoning plan near airport opposed, tabled for study

6-30-72

By BOB VINTON

A proposal concerning development and zoning of land surrounding the Grand Forks International Airport was tabled for further study Thursday evening at a meeting of the County Planning and Zoning Commission after several property owners in the area indicated their opposition.

Zoning of the land in question would extend two and one-half miles south from the airport's existing boundary on U.S. Highway 2, another two and one-half miles north of the airport's existing northern boundary, and three quarters of a mile east and then west of a line centered on the north-south runway, according to airport manager Norman Midboe.

Midboe said he was "highly in favor of zoning which would place strict limitations on residential housing in the area designated by the Daniel, Mann, Johnson, Mendenhall environmental impact study." This would take in the aforementioned land.

He voiced concern about future land buying in the area for residential purposes. The noise, vibration and jet wash factor would be a problem, he said, and might cause residents of a future housing development to file a lawsuit against the airport.

"I'm sure a land owner wouldn't tell a prospective buyer of a noise problem," Midboe said.

Aircraft noise is one of the most important considerations, to any proposed development of residential areas near the airport, Midboe said. The noise problem area is now within the confines of airport property except for a section which extends three quarters of a mile south of U.S. Highway 2 and is currently a half-mile wide, he said.

However, by 1980, he said, the area could extend two miles south of U.S. 2 and be a mile wide. By 1990, he said, the noise area could have extended to three miles south of the highway and be a mile and half wide.

If the airport's needs stay the way they are now, he said, there would be no problem. However, there was no definite assurance that the noise area would not extend further than where it is currently.

He emphasized the proposed zoning only concerned possible future development of residential and possibly commercial areas within the land surrounding the airport. There is no problem now, Midboe said.

Property owners in the proposed area weren't so enthusiastic. "I was there before the airport," one landowner said, "and I feel I still have control over it." He indicated he was opposed to any further zoning.

Farm and residential buildings in the area are currently affected by a zoning ordinance which regulates the height of buildings "in the glide path of aircraft approaching the airport," Midboe said.

Other landowners present seemed unanimous in their opposition to anymore proposed zoning. A commission member asked if anyone present was in favor of the zoning but no hands were raised. He did get a lot of grins though.

Orville Berg, who said he owns property in the proposed area, said "I don't think anyone has a right to tell me what to do with my land. I may be mistaken but that's my attitude." His attitude seemed shared by the other landowners present.

"This looks to me like confiscation of your property," another fan said, "we were there before the airport. I'm opposed."

Most of the landowners seemed concerned whether the proposed zoning would affect prospective sales of their land for housing developments. "What restrictions will be on this land?" Berg wanted to know. "A lot of people ask us if they can buy building sites. What effect will this have?"

Zoning of the land would lower real estate values Commission Chairman Donald

"Tim" Matteson said Midboe had told him.

Midboe then proposed an alternative of a covenant. He said such an arrangement could be written into the deed of each affected property in the area which would transfer with the property each time it was sold. The covenant would prohibit new owners from suing the airport because of noise or other aircraft problems but would inform them of the problems created by living near the airport, he said.

A conversation with a few landowners after the meeting indicated they weren't too keen about that idea either. As one landowner indicated, he wasn't interested in any more restrictions on his property.

The zoning proposition may come up before the Planning and Zoning Commission again next month, Matteson indicated.

### Airport proposal hearing date set

6-13-72

The Grand Forks County Commission in recent action referred a resolution of intent in regard to the joint planning and further development of the Grand Forks International

Airport back to the County Planning and Zoning Commission for a public hearing slated for June 29 at 8 p.m.

The commission recommended that the hearing include a discussion on zoning regulations and the environmental impact of the development of land surrounding the airport.



# Airport landings improved

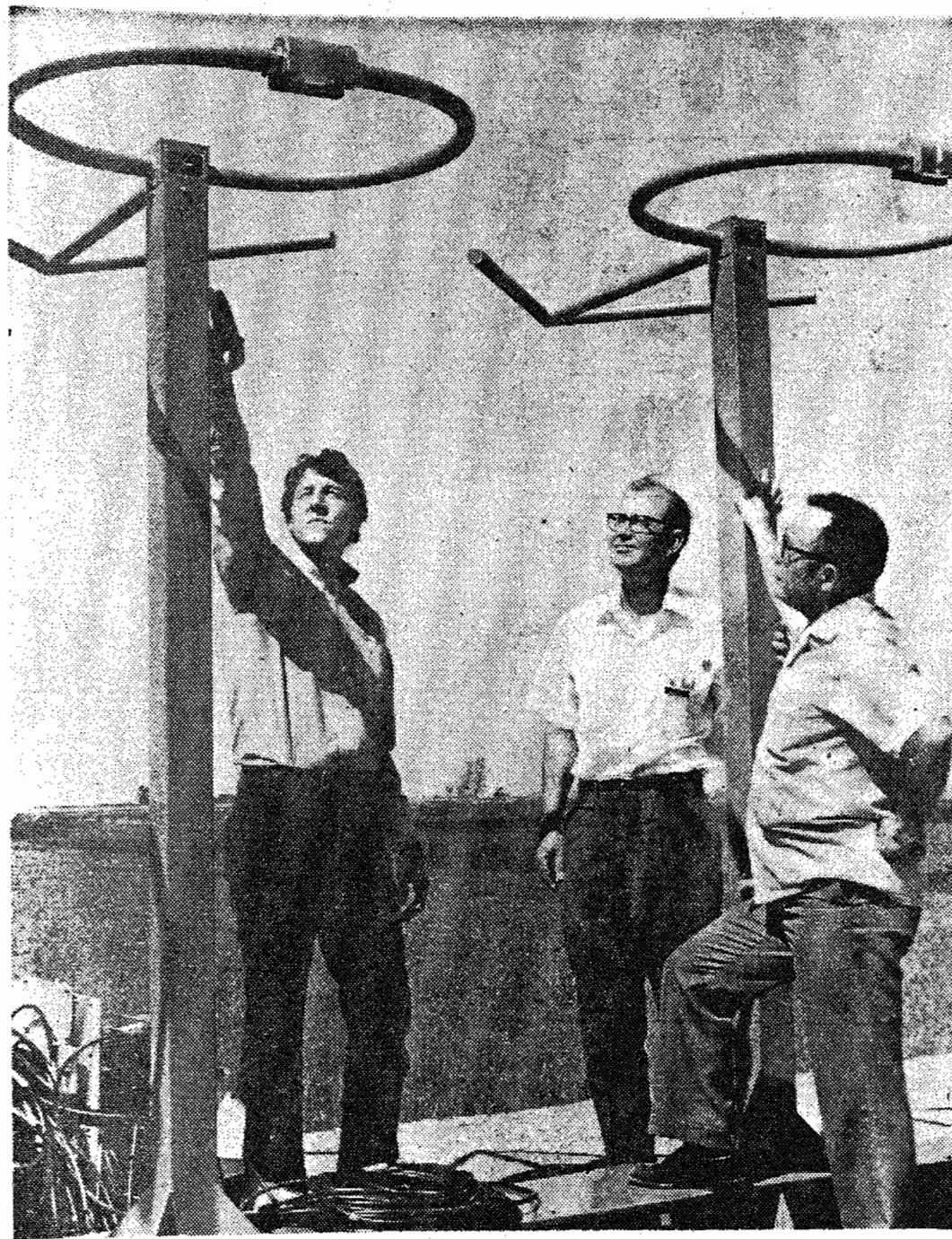
By LLOYD TINNES

Airplane pilots must "fly the needle" to make a proper and safe landing on an airport runway. This procedure can guide a pilot through poor visibility, even blinding fog, to a correct setdown of his plane.

Pilots fly by two needles when coming in for a landing. One needle shows the correct position laterally. It's called the "localizer." The other

needle points the way to a correct glide slope downward to a safe stop.

Installation of a new instrument landing system (ILS) was started last week at Grand Forks International Airport by an installer from the Federal Aviation Agency (FAA). ILS is scheduled for operation here by late July or early August.



TWO MONITOR ANTENNA which check the signals issued by the localizer antenna are located in front of the localizer standards. Shown beside the monitors, from left, are

Preston Stegman, installer for the Federal Aviation Agency, Bruce Ellis, who has electronic responsibility for the ILS system here, and Paul Bossoletti, chief of airways facilities at the Grand Forks airport.

The ILS system is designed for south-north landing at Grand Forks because of the prevailing wind from the north-northwest. Most of the airlines come from the south to Grand Forks, a lesser number from the north. For planes from the south, both the localizer and the glide slope indicator are available and a plane needing use of ILS in blind weather must approach from the south or skip his landing here. Only the localizer is available from the north end of the runway but this is ample help for normal flight, according to those in charge.

Here's what happens when an airliner approaches the local airport. At a point five miles south of the airport, a light on the panel and an audio signal warn the pilot that he is passing over an outer marker consisting of a small transmitter and its antenna. Then, about 3,000 feet from the end of the runway comes another signal. It's a last-minute warning to prepare for a landing.

Near the end of the runway the pilot is getting needle signals to put him in proper lateral position and also to give him the correct glide slope. He keeps close tab on both.

When the vertical (localizer) needle swings to the left, the pilot veers to the left a bit to bring it to center position. If it goes right, he swings right, also to bring the needle to center. He also watches the glide slope indicator, a needle which moves up and down. This needle also must be kept at center location to maintain the correct glide slope of 2½ degrees.

Both the glide slope indicator and the localizer are powered from equipment in 8-by-12 foot, orange and white steel-covered buildings. The glide slope facility, located at the south end of the north-south runway, has a 40-foot high antenna beside the building and a monitor antenna, 30 feet high, located about 300 feet south of the facility building. A generator in each of the buildings provides the signal that flashes on the pilot's plane panel.

The localizer facility, at the north of the runway, transmits its signals from a V-ring, antenna array. This consists of a row of 15 upright steel columns about 7½ feet tall and orange in color. There's a steel ring about two feet in diameter at the top of each column and there are red obstruction warning lights on each of the end columns.

A few feet in front of the antenna array are two monitor antennas. These antennas monitor the signals and if they are not normal, the whole system shuts off and a warning is sounded to the airport's FAA flight service station. A technician is summoned to correct the operation and put it back in service.

Paul Bossoletti is chief of airways facilities at the airport and Bruce Ellis will assume the electronic responsibility for the ILS system. The FAA installer is Preston Stegman of the Rocky Mountain regional office of the FAA at Denver.

## Landing system test scheduled

Installers this week are preparing for a two-week test of the new instrument landing system being installed at Grand Forks International Airport, according to Paul Bossoletti, airways facilities chief here for the Federal Aviation Administration (FAA).

The test period is expected to start about July 24. The new system will be used during the testing operation and is scheduled to be placed in regular operation during the first part of August.

The ILS includes electronic equipment for both vertical and horizontal signals to incoming pilots to enable them to make correct landings. The signals are flashed on the control panel of arriving planes. The localizer facility guides the plane to a proper horizontal location on the runway and a glide slope indicator gives the pilot the proper angle of descent to the runway.

### NOTICE OF PUBLIC HEARING CONCERNING LONG-RANGE AIRPORT DEVELOPMENT STUDY

CITY HALL  
GRAND FORKS, NORTH DAKOTA  
On August 21, 1972, at 7:30 P.M. there will be a public hearing on the following proposed Long Range Airport Development Study as prepared for the Grand Forks International Airport by Daniel, Mann, Johnson, & Mendenhall, planning consultants, Los Angeles, California.

This study presents the proposals for development of the Grand Forks International Airport located approximately 10 miles west of the city center of Grand Forks, North Dakota, over the next 20 year period. The study includes airport development requirements, development concepts, general plan, terminal area plans, land use plan, access plan, environmental impact, implementation plan, and financing plan.

The hearing will be held in Room 200 (the regular city council chambers) of the Grand Forks City Hall.

The purpose of the hearing is to consider the economic, social, and environmental effects of the long range development study as prepared by the consultants and its consistency with the goals and objectives of such urban planning as has been carried out for this area.

The Grand Forks City Council (Airport Authority) will conduct this public hearing and representatives of the consulting firm, Daniel, Mann, Johnson, & Mendenhall will present a summary of their views concerning the airport's and the proposed plan's social, economic, and environmental impact, and their consistency with locally carried out urban planning.

Other persons present and desiring to do so will then be afforded the opportunity to present written or oral views whether in favor of, in opposition to, or by way of proposed revision of, the proposed project.

All oral comments will be recorded. The City Council representatives have prepared a document summarizing the environmental impact which the airport and proposed plans are expected to have. Any person desiring to review this statement may do so during normal working hours at the office of the Airport Manager, Terminal Building, Grand Forks International Airport.

Dated July 7, 1972.  
R. L. LERUD, City Auditor  
Grand Forks, North Dakota  
(SEAL) (July 12 and 19, 1972)

## Pilots strike Northwest Lines

By JAMES WILSON

MINNEAPOLIS, Minn. (AP) — Northwest Airlines pilots went on strike shortly before 3 a.m. (EDT) today, halting service by the nation's seventh largest air carrier.

The strike came at the beginning of the July 4 holiday weekend, and a pilot spokesman estimated some 50,000 to 60,000 passengers would be effected immediately.

Northwest clerks at Minneapolis-St. Paul International Airport and other terminals served by the airline were selling tickets for today's flights until the pickets were set up, a clerk said.

Secretary of Labor James Hodgson had urged the pilots and airline Thursday night to continue operation for at least 10 days while negotiations were resumed. But the pilots "respectfully declined" to comply with the request.

Northwest President Donald Nyrop had wired Hodgson that the airline was willing to go along with the request. He refused to comment on the pilots' refusal later to call off the strike.

Negotiations, which had been broken off at midnight Wednesday, resumed Thursday night, but were adjourned an hour and a half later.

No further negotiations were scheduled.

Northwest said Hodgson's telegram proposed that:

—The work stoppage be called off and regular airline operations continue for at least 10 days.

—The parties agree to resume negotiations in a further attempt to resolve the dispute under the mediation of Assistant Secretary of Labor W. J. Usery Jr.

—Usery call the first meeting between the parties for July 5.

In a statement Thursday night, Robert Rezanka of the pilots association said the decision to strike was reaffirmed after the negotiation session adjourned "with no progress whatever to report."

## Herald Mail Bag

The Herald invites letters from readers on timely subjects. Hold letters to 300 words or less. Give name and address. Writer's name will be published with letter. Herald reserves right to condense letters.

### WHY THE SILENCE?

GRAND FORKS — It would be interesting to know the outcome of what was front page news a few weeks ago, regarding the accusation of the UND Aviation Department that someone has been sabotaging their airplanes by putting sugar in the oil.

I understand that the heads of the UND Aviation Department were subjected to lie detector tests and it seems from then on everything regarding this dire situation has gone silent. Could it be that information was brought out which was directly contrary to what they led the public to believe?

I was informed by authorities that I was the number one suspect of this reported vandalism, yet I was denied the opportunity of receiving a lie detector test. Why? I was also accused by the UND Aviation Department of receiving stolen goods from a person who was arrested, the complaint against him being signed by a UND Aviation Department employee. The Grand Forks Herald carried a rather detailed article on his arrest, mentioning my company as recipient of stolen goods. When the complaint and arrest proved to be a farce, I saw no article explaining the false accusations. Would it be that the UND Aviation Department would be exposed to some unexplainable embarrassment?

I sincerely believe the taxpayers' money could be used much more efficiently than in training students to fly. Aviation is one of the most overcrowded professions in the country and the chances of obtaining a job are practically nil.

I believe a complete investigation of the UND Aviation Department records would reveal to the taxpayers how a portion of his tax money is being wasted.

JIM MONTGOMERY



## Northwest 7-21-72 discontinues round trips

MINNEAPOLIS, Minn. (AP) — Northwest Airlines has announced it will discontinue its weekend round trips between Chicago and Honolulu for the duration of the pilots' strike.

The cancellation came when two of the five supervisors who were flying the emergency trips removed themselves from the flight schedule.

All the supervisory pilots had been restored to the pilots' union membership rolls June 11 by a vote of the Air Line Pilots Association (ALPA) master executive council. The three supervisors continuing to fly resigned from ALPA.

Northwest had also canceled its two roundtrips between Chicago and Minneapolis-St. Paul Thursday, but said those daily trips would resume today.

The 1,600 Northwest Airlines pilots have been off the job since June 30 because of a contract dispute. The National Mediation Board in Washington, D.C., says it hasn't decided how to break the bargaining stalemate.

## 8-10-72 Landing system tests postponed

Testing of the new instrument landing system at Grand Forks International Airport was postponed Thursday because of difficulties caused by a defective transmitter.

Paul Bossoletti, airways facilities chief here, said the trouble arose from the glide slope transmitter which directs incoming plots to the proper angle of descent for landing the larger planes. It failed to function properly and a replacement has been ordered.

The tests were conducted by a flight crew of the Federal Aviation Administration (FAA), including a pilot, co-pilot and two technicians.

The crew moved to Duluth, Minn., and expects to return to Grand Forks to resume the tests here when the new transmitter has been received.

## Canada airline service 8-11-72 to city port threatened

By LLOYD TINNES

Airline service from Canada to Grand Forks is threatened by new legislation recently adopted by Congress.

The new law, now in effect, forbids the U.S. Customs Department spending any funds for pre-clearance of planes entering the United States from Canada after March 31, 1973. The present preclearance point for Grand Forks is at Winnipeg, Man., which will be phased out for this service during the period of October-December.

Only one airline, Northwest, has a Canadian flight via Grand Forks.

Clearance through the present Grand Forks port of entry would require a major expansion of present service with the capacity to inspect arrivals

on two airlines planes totaling upward of 100 persons.

The new law was explained to a meeting of city, Chamber of Commerce, and airline officials in the administration building at Grand Forks International Airport Thursday afternoon. Presenting the explanation was C. L. Bingham, Chicago, assistant regional commissioner of customs. He said he came here merely to present the provisions of the new law and was not making any recommendations. Any action, he said, would be up to city officials.

Mayor C. P. O'Neill inquired what space would be required for the needed expansion of inspection facilities. Airport Manager Norman Midboe estimated it would be equivalent to the present lobby and

restroom space in the present building. The present facilities are confined to one room, with Donald C. Porter as customs inspector in charge.

If no clearance facilities were provided at Grand Forks after the phase out at Winnipeg, the present planes from Winnipeg would be forced to fly over Grand Forks, with the possibility that service might be discontinued. Passengers bound for this city would have to buy transportation back here from the clearance point.

Bingham explained that the government would pay for additional inspections staff people but nothing else. The cost of providing extra inspection space must be borne by the city.

(Turn to Page 2, Col. 6)

## 8-11-72 Canada

(Continued from Page 1)

Grand Forks already is nearing decision on what airport construction will be required for the ensuing 20 years. If temporary inspection facilities were made ready here, then future plans must include room for permanent inspection quarters in a new administration building.

O'Neill told Bingham that city officials will study the problem and keep the customs department advised of any decisions reached. He said planning would be needed if space is to be provided and a study of costs must be made.

Attending the meeting besides O'Neill were Corwin Snyder, former Grand Forks man who is district director for customs at Pembina, N.D., and his assistant Oliver Larson, Midboe, Aldermen Earl Isaacson, H.H. Herberger, Myron Molstad, Robert Wedin, Frank Miller and Neome Bushaw, E.J. Hanson, traffic director, Chamber of Commerce, and Robert Lander of the Chamber aviation committee, Vaughn Champeau of Champeau Travel Service, Howard Peterson, Northwest Airlines manager, Frank Orthmeyer, city engineer, Porter and Tom Britton, assistant airport manager.

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Friday, July 21, 1972

Telephone 775-4211

## The NWA strike

GRAND FORKS IS ENJOYING A FAVORED position in North Dakota during the current Northwest Airlines strike, just as it did in an earlier one in 1970 and 1971. North Central Airlines gives this city adequate replacement for the east-west connections of Northwest.

But there is no doubt that Fargo, Jamestown and Bismarck-Mandan are being severely hurt by the strike. Estimates of the economic loss to the state are in the millions of dollars and for many the inconvenience is great.

As with the longshoremen's strike on the West Coast last year, the airline strike has many innocent victims in North Dakota who somehow should be protected against such shutdowns.

Gov. William L. Guy wants either certification of a competitive east-west airline to serve North Dakota regularly or provision for such an airline to take over in the event of a strike. Further competition on a regular basis probably could not be justified by the number of people who want to fly into or out of North Dakota. And it would be an imposition upon any airline to require it to provide temporary service during a strike of unknown duration.

The airline pilots currently striking against Northwest believe strikes could be shortened if what is known as the airlines Mutual Aid Pact were modified. This is an agreement where other airlines compensate a struck carrier for its losses during a strike. The pilots claim that its provisions are so generous that an airline actually can improve its profit picture by taking a strike.

This is a doubtful claim, because the costs of re-establishing service and traveler acceptance after a strike is not considered. The longer the strike, the more painful and costly is this problem.

Nevertheless, there should be some way to keep the airplanes flying, just as the railroads are kept running, during the settlement of labor-management disputes. Public convenience and necessity demands that a way be found.

We do not have the answer. We dislike compulsory arbitration. But both management and labor owe it to the public to seek a way to continue service while they settle their differences.

## Both sides pessimistic on 8-15-72 settling NW Airlines strike

By GENE LAHAMMER

MINNEAPOLIS, Minn. (AP) — For Northwest Airlines and its would-be passengers, it's the long, hot summer of discontent as a strike by airline pilots grinds into its seventh week.

Prospects for ending the deadlock looked better Monday when management and spokesmen for the Airline Pilots Association (ALPA) sat down together with federal mediator Harry Bickford. It was the first time the two sides had done so in 37 days.

With the association and management committed to letting Bickford do the talking to news media, there was only a brief "nothing to report" as the mediator came out of a six-hour session Monday evening.

Negotiators were back at the table again today.

On the chilling side, both company and union spokesmen appeared pessimistic Monday that a settlement could be reached soon.

Robert Rezenka, spokesman for the ALPA, said, "The attitude around here is 'Let's just wait and see.'"

"We're not counting on an early settlement, but we're hopeful of one. We hope for the best and expect the worst."

An airline official who asked not to be identified echoed the sentiment, adding: "Although we're hoping for the best, negotiations were held once before and the company improved the offer substantially and that still didn't produce an agreement. We continue to hope for the best."

Salary terms reportedly were reached long ago, but pilots say there are scores of outstanding issues on fringe benefits and working conditions. As Rezenka put it, the issue is "whether or not we have a right as employees to determine what our needs are."

Rezenka says non-economic issues are standing in the way of a new contract to replace the three-year pact which expired over a year ago.

ALPA also argues that the airlines' Mutual Assistance Pact (MAP) under which a

struck airline gets revenue from other airlines has hindered a settlement.

Many other NWA workers, such as machinists, clerks and stewardesses, have been laid off during such walkouts as the current one or others that hit the airlines in 1966 and 1970.

As the pinch was being felt by thousands of machinists, some 600 of them marched on the State Capitol in St. Paul Monday. They voiced their protests over state law which bans payment of unemployment compensation to those idled by a strike.

"We need help!" one of the many signs read, as the protestors rallied on the steps to hear from Gov. Wendell Anderson.

The governor gave them assurances he was on their side, saying, "The primary purpose of unemployment compensation is to protect workers and their families when they are thrown out of work for no reason of their own. I can see no justification in denying them benefits."

Anderson criticized the MAP protection airlines give each other, saying it gives them an unfair advantage. The Democratic governor reportedly urged machinists' leaders in his conference room to support lawmakers who favor outlawing MAP.

The Minneapolis-based Northwest Airlines normally accounts for more than 50 per cent of passenger volume at the Minneapolis-St. Paul Airport, says airport director Charles Matheson. But during July, volume was down only 8 per cent, as other airlines picked up the slack.

Matheson attributed loss in passengers to a reduction of service to North Dakota and Montana, which have been without major east-west service since the strike began June 30. Meanwhile, North Dakota Aeronautics Commissioner Harold Vavra said the state loses about \$1.5 million each four weeks during the strike due to lost airport revenue fees and businesses and related losses.

The commission said the number of passenger boarding North Central Airlines, meanwhile, has increased as much as 334 per cent in North Dakota during the walkout by NWA pilots that began June 30.

The cities of Minot, Grand Forks and Devils Lake receive east-west service from North Central.

Vavra said some of the air travel problems in North Dakota occur when persons who make reservations do not cancel them when they cannot make the flight.

## North Central boardings up to 334 per cent higher

8-15-72

By GARY W. CLARK  
Associated Press Writer  
BISMARCK (AP)

Passenger boarding North Central Airlines flights in North Dakota have increased as much as 334 per cent since Northwest Airlines went on strike at the end of June, officials said Monday.

Meanwhile, the State Aeronautics Commission said North Dakota is losing \$1.5 million every four weeks during the Northwest strike.

A North Central spokesman in Minneapolis said boardings in Fargo increased 334 per cent to 2,052 during July. However, he pointed out that the increase is due partially to the small number of boardings prior to the Northwest strike. Most of the people, he said, are

boarding to Fargo to go either north or south for other connections.

Ticket sales at Bismarck have increased 160 per cent to 1,745 in July, the spokesman said, while Grand Forks boardings are up 119 per cent to 4,832.

Devils Lake registered a 35 per cent increase during July to 177 and Minot a 16 per cent increase to 2,624.

North Central has a flight between Minneapolis, Grand Forks and Minot, the only east-west connections available in the state since Northwest went out.

"Summer months are usually the peak traffic months for airlines," the spokesman said. "We increase our staffing for the summer months to accommodate the increase in traffic, but have had to add several

more persons during the strike. We try as best we can to make things go smoothly.

The manager of North Central in Bismarck, R. J. Froehlich, said he had hired two Northwest employees to aid the increased patronage during the strike. "We needed it," he said, adding that North Central has been under extreme pressure in about 12 cities.

"We've been extremely busy here," Froehlich said. "People are at the counter at all times."

North Dakota Aeronautics Commissioner Harold Vavra said Pro Airlines, a private carrier based in Sioux Falls, S.D., which has been running emergency service between Bismarck and the Twin Cities for the last week, is scheduled to request permission from the Montana Aeronautics Commission for service to Billings.

Vavra said if granted, Pro Airlines would initiate service west between Bismarck and Billings.

He termed the carrier's success in North Dakota "real good."

Vavra said the state's losses in revenue, estimated at more than \$2.25 million to date, includes lost airport fees, tourist spending, and other related areas.

"This includes everything," he said.

## City airport may start instrument flying Friday

8-17-72

Grand Forks International Airport will be commissioned for instrument flying Friday morning following successful tests conducted here this week.

The new instrument landing system (ILS) can be officially used after 8 a.m. Friday, according to Paul Bossoletti, chief of airways facilities. He said the system was working at top efficiency Thursday.

The ILS system is owned and will be maintained by the

Federal Aviation Administration (FAA). It is now available for use by the general public.

Bossoletti said the ILS system will generate more place landings at Grand Forks because it can get aircraft in at lower minimum heights. Flying by instrument, a plane can come in during fog which could not be done previously. He said ILS also provides greater safety for pilots at all times.

Two main components com-

prise the ILS complex. A localizer provides alignment with the runway and a glide slope signal gives the proper angle of descent for a pilot.

Tests will be conducted every two months to make sure the ILS system is continuing to function properly.

The tests that precede commissioning were conducted by a flight crew of the FAA. An installation crew adjusted the localizer and glide slope signal apparatus which provides guidance to the pilots through signals which flash on the plane's instrument panel.

Other airports having ILS facilities in North Dakota are Fargo and Bismarck.

## Airport meetings scheduled

8-15-72

A Grand Forks delegation headed by Mayor C. P. O'Neill was scheduled to attend two meetings in Bismarck Tuesday regarding new regulations for airports.

A morning session was to consider airport security matters and an afternoon meeting concerned airport certification requirements.

The security meeting stemmed from an order from

the U.S. attorney general that arrangements be made to comply with new airport security regulations. The new rules concern control of the movements on the airport of all persons including passengers of both airlines and private planes. Airport fencing requirements also are covered by the regulations.

Certification by May 22, 1973, is required under new rules concerning certification of airports. Required items include an operations manual and specified crash equipment for fire control and emergency planning.

Attending the meeting from here along with O'Neill, are airport manager Norman Midboe, Police Chief Duane Knutson and E. J. Hanson, traffic director of the Grand Forks Chamber of Commerce.

## City to comply with demands to increase airport safety

8-20-72

By LLOYD TINNES

Plans have been set in motion by Mayor C. P. O'Neill to protect air passenger service at Grand Forks International Airport which has been endangered by new federal regulations.

The threat stems from the need for greater customs inspection facilities, increased airlines planes protection from air piracy and bomb threats, and requirements for crash and emergency fire service at the airport.

An act of Congress has cut off federal funds which paid for pre-clearance by customs officials for air passengers entering the United States from Canada. Only airline affected would be Northwest Airlines but it sometimes brings in two flights which require customs inspection of 100 to 200 passengers at one time. To handle such a load would require several times the present inspection space.

Protection for additional airlines security also must be largely increased by police surveillance and perimeter fencing of all air operations areas.

An additional requirement, which has been given a high priority, is an amplified system of fire and emergency facilities on the airport.

An initial step toward compliance with customs requirements was announced by O'Neill. He said he will request a meeting at the earliest possible date with Northwest Airlines officials to determine what their future plans will be.

If Grand Forks should not provide larger customs inspection facilities, then Fargo also would be affected since that city has non-stop Northwest Airlines service from Winnipeg in addition to the service which stops at both Grand Forks and Fargo. Fargo then might pro-

vide inspection facilities which would necessitate Northwest's by-passing Grand Forks. Or Northwest could fly direct to the Twin Cities for clearance there.

Grand Forks' interest therefore is to know whether or not Northwest will continue its present service.

Airport Manager Norman Midboe estimated the needed expansion for customs inspection would require an area of about 50 by 70 feet, roughly the size of the present lobby as compared with the present one room facility which now handles what inspections are required. Midboe is checking to determine the type of building needed and

the cost which must be borne by the city except for inspection personnel.

Protection of the air operations area by police started last week and will be effective every time a passenger plane is on the ground in the flight area, coming or leaving. The point stressed is control of all people in the air operations area. Persons arriving or leaving by plane will be under surveillance at all times and the gate from the terminal building to the flight area will be locked except for movement of passengers. When all passengers have gone through the gate, it will be locked and no one permitted on the flight apron until needed for passenger use.

Posts for temporary fencing are being set up adjacent to all areas used for air operations purposes. These costs must be borne by the city but the city is preparing to seek federal aid for permanent fencing and additional lighting to be installed next year.

The present federal share of permanent fencing cost is 50 per cent but legislation now in the hopper would provide up to 82 per cent of the cost. This type of fencing might cost up to \$20,000. Temporary fence will be only a few hundred dollars.

O'Neill said he is checking on the probable cost of compliance with fire and rescue requirements which must be met by May 20, 1973 in order to permit recertification of the airport.

Grand Forks airport's Class C rating for airlines operation requires the city to provide two combination water foam crash trucks and a lightweight dry chemical truck and housing for the equipment. The Federal Aviation Administration would provide 50 per cent of truck and building costs but the city must provide trained personnel to operate the equipment.

THE RASH OF AIRLINER HIJACKINGS FOR RANSOM — with another one Friday involving a \$2 million demand — is forcing tightened security measures at even the smallest airports served by scheduled airlines. The cost of providing such security, along with other safety measures being demanded by the federal government, is putting a stiff cost on the cities which provide the airports and terminals. 8-20-72

Such airports as Grand Forks International provide service to wide areas and not just to the residents of the cities where they are located. One study of passengers boarding airliners here showed less than 19 per cent were residents of Grand Forks. Approximately 21 per cent were from neighboring North Dakota communities and 11 per cent from neighboring areas of Minnesota.

Obviously, it is unfair for taxpayers of Grand Forks to be stuck for the entire cost of providing airport service for a wide area of North Dakota and Minnesota. Most of those passengers go directly to and from the airport, without stopping off in Grand Forks to patronize the merchants and professional people of this city.

Congress apparently is going to outlaw, at least temporarily, local boarding taxes, which have seemed to some cities a way of spreading the costs of airport maintenance in the same fashion that highway users help provide the roads they travel. Thus, some other means is going to be necessary to get help from the "free loaders" of our area.

It is a difficult problem, but one which must be resolved.



## Airport 8-20-72 meeting scheduled

A public hearing will be conducted at the Grand Forks City Council meeting Monday on environmental aspects of the proposed plans for long range development of the International Airport. The meeting is set for 7:30 p.m.

Interested persons are invited to present their views concerning the area impact of the development including a favored plan for construction of a much larger new terminal building to be located south of the present building.

The proposed new building and a new light plane runway would be located east of the present airport entrance road.

Here to answer questions concerning the airport plan will be Byron Barnes and Charles Rendall of the DMJM consulting firm of Los Angeles, who drew the plans. Barnes and Rendall will show slides and explain the long-range planning.

Other items on the council agenda include a decision on the area needed for the new north end fire station, enlargement of customs facilities at the airport and acquisition of right-of-way for correction of the intersection of S. Washington Street and 13th Avenue S. and an improvement at 17th Avenue S. and S. 20th Street.

## Airline, city to 8-24-72 confer

A meeting with Northwest Airlines officials regarding arrangements for U.S. customs inspection enlargement at Grand Forks International Airport likely will be held in a week or 10 days, according to city officials.

Federal funding for pre-clearance of airline passengers from Canada to the U.S. has been cut off and this will require customs inspection of a hundred or more additional passengers at Grand Forks daily. The cost must be borne largely by this city.

Norman Midboe, airport manager here, said he was informed that Northwest Airlines intends to meet first with Fargo, N.D., airport officials to determine what plans they may have concerning customs inspection. Afterward a meeting is expected to be held here between city officials and the airlines.

Midboe said a check also is being made on security requirements which are necessary for recertification of the airport. A costly item of security is the crash-fire requirement calling for additional trucks and pumper equipment to handle airport fire emergencies.

He said a postponement will be requested of the Federal Aviation Agency to allow additional time to meet the new needs.

AUGUST 22, 1972 RURAL DELIVERY AUGUST 23, 1972

# Airport proposal adopted

By LLOYD TINNES

A long-range development plan for Grand Forks International Airport was adopted unanimously Monday night by the city council. Ten of the council's 14 members were in attendance.

The vote was to accept the plan as presented by a team of Los Angeles consultants and

was not intended to implement the plan.

The far-ranging plan, providing guidelines for development of the airport to 1990, was presented by Byron Barnes and Charles Rendall, representatives of the DMJM consulting firm of Los Angeles.

A few objections were voiced by rural residents of the pro-

posed airport zone included in the flight area in the vicinity of the airport. Zoning of the area would prohibit construction of single-family homes in the airport zone due to the noise factor.

The first phase of the proposed airport development, for completion by 1975, includes,

—Construction of a new air

carrier terminal with three aircraft gate positions south of the existing terminal facility.

—construction of the ramp and access taxiway to serve the new terminal.

—completion of the parallel taxiway to the main runway and widening to 75 feet.

—acquisition of additional land totaling 405 acres with an option to purchase an additional 600 acres in the future.

—construction of a new two-lane access road and the addition of a divider strip, resulting in a four-lane divided access roadway to the airport.

—construction of 250 automobile parking spaces adjacent to the new terminal.

—construction of a new airport maintenance facility of approximately 12,800 square feet.

—construction of a new crash-rescue building of approximately 5,000 square feet.

The long-range plan calls for a perimeter road encircling the airport and an airfield drainage system. The entire airfield would be fenced with security-type fencing in compliance with FAA requirements.

A nursery area would be designated to provide plant material for the landscaping of the access way, terminal areas and airport.

Specific areas would be allocated for airline service and airport maintenance tank farm, airport services and an airport-oriented commercial area.

The proposed new terminal building would be several times larger than the present terminal, with a total of 31,000 square feet of space compared with about 7,500 square feet in the one now in use.

A plan for funding the development over a 20-year period and alternate plans for spreading the airport tax base to include the city and county and possibly part of Polk county will be discussed later.

Barnes and Rendall explained the airport plan Monday afternoon to a group of aldermen, members of the Chamber of Commerce aviation committee and others in preparation for the Monday night meeting.

They will remain here Tuesday to discuss the new plan with airport manager Norman Midboe at the airport.

In a capacity audience that attended the night meeting were Harold Vavra, Bismark, state aeronautics board chief, John Odegard, chairman of the University of North Dakota aviation department, and others interested in aviation or other council agenda matters.

Alderman Bob Wedin voiced an objection to voting approval of the monthly bills "without having an opportunity to check them over in advance of the meeting."

Mayor C. P. O'Neill explained that the chairman of each council committee checks over all bills which come under the jurisdiction of his committee.

Wedin still called for a chance to study all the bills ahead of the meeting and the council agreed that he will be called when the bills are ready each month and given a chance to look them over ahead of time.

## Mayor, airline officials 8-22-72 to hold customs meeting

Mayor C. P. O'Neill will call a meeting of airline officials and others as soon as it can be arranged to discuss enlargement of customs facilities at Grand Forks International Airport.

The city council Monday night requested the mayor to invite officials of Northwest Airlines,

North Central Airlines, the council, the city engineer, airport manager and other interested persons to the meeting.

Arrangements for increased customs inspection space at the airport are required to protect against loss of airline service here because of restrictions im-

posed by new federal legislation. The new legislation cut off funds previously available for pre-clearance of air passengers entering the United States from Canada. This affects the Winnipeg - Grand Forks service now provided by Northwest Airlines, and leaves the provision for greater inspection space up to the city of Grand Forks.

Grand Forks officials need to learn from Northwest Airlines what their future plans for Winnipeg - Grand Forks service are in order to decide on the extent of customs facilities that will be needed. The present customs office is confined to one room. This space would have to be increased several times over to handle inspections from two large airlines planes on the ground here at one time.

## 9-3-72 Council to discuss airport

The Grand Forks City Council will hear a committee recommendation on safety equipment requirements for airport certification at a meeting Monday at 7:30 p.m.

Recertification of Grand Forks International Airport by the Federal Aviation Administration (FAA) will be based on compliance with new regulations requiring expensive crash-fire equipment for use in emergencies at the airport.

The equipment would include two new fire trucks with 3,000-gallon fire fighting capacity, housing for the trucks, fencing, security personnel and other related safety measures. Cost of the trucks was said to be about \$100,000 each.

The city council must decide what it can do to meet the new requirements, whether it can meet a deadline of Sept. 20, and likely request a delay in time to meet the new needs.

Calls for bids will be issued for various watermain and sewer projects and second reading will be given an ordinance amendment to permit the use of heliports.

A variety of other routine items will be considered.

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GRAND FORKS

# City seeks additional

HERALD, GRAND FORKS, NORTH DAKOTA

## time for airport

RURAL DELIVERY SEPTEMBER 7, 1972

SEPTEMBER 6, 1972

## safety plans

By LLOYD TINNES

Filing of an application for exemptions to permit the Grand Forks International Airport to comply with requirements for certification was unanimously approved by the city council Tuesday night.

The application, to be filed with the Federal Aviation Administration, seeks additional time to comply with safety equipment requirements by a deadline of May 21, 1973.

The council acted following a warning by the FAA that the request for exemptions must be filed on or before Sept. 19, 1972.

The application must be accompanied by a time table showing a "reasonable time for compliance."

A time table for compliance approved with the application follows:

Compliance with fencing, gates, floodlighting and signing as outlined in the airport security manual by Sept. 1, 1973.

Secure delivery on a 500 pound dry chemical truck by Oct. 1, 1973.

Comply with the 3,000-gallon (water-foam) crash truck requirement by May 1, 1974.

Comply with the fire station building requirement by May 1, 1974.

Hire five permanent employees by May 20, 1973 who can be fully trained in fire crash rescue work at specialized schools and be available for special training sessions at the Grand Forks Air Force Base. The FAA may certify the airport on a temporary basis if given assurance that trained personnel are available to handle the existing 500 gallon fire-crash truck.

The report covering the application and setting up the suggested time table was prepared

by Airport Manager Norman Midboe.

Federal aid of from 50 to 75 per cent is expected to be available to meet the requirements under federal legislation now before Congress.

The council also:

—Awarded a contract for fire department radio equipment to Motorola Co. on its bid of \$1,843.

—Awarded Goodmans a contract for beds for the fire department on its bid of \$1,650.

Postponed to next meeting action on the matter of overtime and sick leave in the fire department.

## Airport authority asked to join airline complaint

9-15-72

Mayor C. P. O'Neill of Grand Forks has been requested by the Fargo airport authority to join in a complaint against Northwest Airlines for failing to provide airline service to North Dakota cities during the current Northwest Airlines pilots' strike.

Nicholas F. Schuster, a Fargo city commissioner and member of the airport authority, noted that the on-going airlines strike "has created much public inconvenience" in both North Dakota and Montana.

Schuster pointed out that Northwest has provided service to such routes as Minneapolis - Chicago where there is other existing trunk airline service while "ignoring the airline cities in North Dakota and Montana which depend entirely on Northwest for east-west trunkline service."

The Fargo airport authority, Schuster said, feels that Northwest Airlines has breached their certificate of public convenience and necessity. Because of this, he said, the airport authority adopted a resolution requesting their attorney to file a formal complaint with the Civil Aeronautics Board and "review the possibility of removing the certificate of public convenience and necessity from Northwest Airlines for service to these two states."

The city commission of Fargo concurred with the request and has asked the city attorney to join with the airport attorney in filing the complaint.

Schuster asked that O'Neill consider the matter and "if you are in agreement, that you pass a formal resolution supporting and joining with the Fargo Municipal Authority in this action." He asked that copies of such a resolution be forwarded to Fargo so that it may be entered along with the formal complaint.

O'Neill said he is referring the matter to the council's aviation committee for consideration.

## NWA gears plans to renew service

10-2-72

MINNEAPOLIS, Minn. (AP)

Northwest Airlines announced today it had reached agreement with the Air Line Pilots Association following two all-night bargaining sessions ending a 95-day strike against the airline.

W. J. Usery Jr., assistant secretary of labor who helped bring about the settlement, told a news conference the nation's seventh largest air carrier hopes to have operations restored within two or three days.

"There were 15 points in the return to work agreement," Usery said. "However, we will not go into details of the contract at this time."

Charles Hagen of Seattle, Wash., chairman of the Master Executive Council of the pilots' union, said the negotiating team had the authority to agree to contract terms and ratification is not necessary.

Hagen said he would report to the pilots within a week to 10 days. "I would say details of this contract will come out naturally," he added.

"We are pleased with the contract," Hagen told news-

men. "We feel we are being adequately compensated."

Roy Erickson, vice president of Northwest Airlines, told the news conference that some ground crews and pilots have already been recalled and that all pilots will have to requalify.

Requalification, he said, will mean three takeoffs and three landings for each pilot and some pilots also will need to go through proficiency checks as required by the Federal Aviation Administration.

"The first order of business was to recall pilot instructors. That has been done," Erickson said. "Then the instructors will begin retraining the pilots. We hope to have service restored to some points within two days, three days at the latest."

Erickson meanwhile said the company would not announce details at this time, but he added the basic economic improvement represents an average increase of 29.5 per cent over the period from July.

The agreement will be submitted to the pay board for review and approval, Erickson said.

"With agreement now reached, the company will go forward as quickly as possible to restore regularly scheduled service to the more than 50 cities on our system," Erickson said. "We estimate that it will take from five to seven days to accomplish this."

Erickson said priority in restoration of scheduled service will be given to North Dakota, Montana and Winnipeg. Service is expected to be available to those areas within two days.

The long session Sunday night and this morning followed a 16-hour meeting which began Saturday and continued until 2 a.m. Sunday.

Tentative agreement on a new contract had been reached about a month ago but a deadlock developed on a back-to-work agreement for the pilots who struck the Minneapolis-based airline on June 30, one year after the expiration of their previous three-year contract.

Negotiations resumed last week under Usery and Harry Bickford of the National Mediation Board.

The Air Lines Pilots Association (ALPA) and Northwest management had reached tentative agreement on a new three-year contract on Sept. 1. But the contract talks were broken off a few days later because of ALPA's insistence that

all 619 striking pilots return to

The new contract, retroactive to June 30, 1971, calls for wage and fringe benefits increases of 29.5 per cent and is subject to approval by the Federal Pay Board.

The contract raises the \$60,000 annual salary for 747 pilots on international flights to about \$66,000, according to Northwest. The 747 pilots draw the top salary at Northwest.

Erickson said the average yearly pay of striking pilots under the old contract was \$29,893. An ALPA spokesman said the majority of pilots were in the \$22,000 to \$24,000 salary bracket.

It was the second lengthy strike against Northwest in the past three years.

Bickford brought both sides to the bargaining table in a few days. But the negotiations again broke off in mid-July and Bickford returned to Washington, D.C.

Two weeks later, he began separate talks with the pilots' union and airline management, and joint bargaining sessions resumed Aug. 14 at Northwest headquarters in Minneapolis.

Bickford had not attended the negotiating sessions since Aug. 25, with the explanation that they are meeting "to discuss subjects that did not dictate the presence of the mediator."

His absence led to speculation that all contractual items had been settled, and only a back-to-work agreement stood in the way of ending the strike. "A back-to-work agreement is extremely important and extremely complex," a source in the pilots' union said at the time.

The back-to-work agreement reportedly took several weeks to hammer out, after a new contract had been agreed upon in the strike of 1970.

The strike left much of North Dakota and Montana without major east-west air service and generated criticism in those two states.

"Public convenience and necessity have been all but ignored" during the strike, Montana Gov. Forrest H. Anderson charged. He said the lack of east-west air service in that state was "generating some significant adverse economic problems."

North Dakota Aeronautics Commissioner Harold Vavra estimated that his state was losing \$1.5 million in revenue each month because of the strike.

In announcing the end of the strike, Erickson said NWA ticket offices will be reopened in all system cities "immediately."

## Airline's offices now open

10-3-72

MINNEAPOLIS, Minn. (AP)

Northwest Airlines (NWA) has reopened all its ticket offices to accept reservations for flights it hopes to resume in the next few days.

And Northwest pilots were quickly talking about "our airline" and "getting our business back," following settlement Monday of a sometimes bitter 95-day strike by 1,619 pilots.

NWA Vice President Roy Erickson said service to North Dakota, Montana and Winnipeg, Man., would be restored by Wednesday and that within five to seven days there would be scheduled flights to all 50 cities served by Northwest.

The Minneapolis-based airline, seventh largest trunk carrier in the nation, has major routes across the northern tier of the United States, Florida and California points, Hawaii and the Far East.

"We hope that within a month the service will be back to normal," Erickson added.

First order of business will be to requalify the 1,425 pilots who will go back on the payroll when NWA resumes service.

Because of the length of the strike, "every pilot must take off and land three times before he can take a scheduled flight," Assistant Labor Secretary William Usery Jr. explained. "Some pilots must also go through proficiency readings as required by the FAA (Federal Aviation Administration)."

Usery, Chairman David Stowe of the National Mediation Board and mediator Harry Bickford conducted the marathon bargaining sessions which began last Wednesday and finally resulted in an agreement about 8 a.m. Monday—after an all-night meeting.

"The strike wouldn't be over now if the Labor Department hadn't come in and brought some pressure," said Rick Miller, chairman of the Minneapolis Council of the Air Line Pilots Association (ALPA).

Miller, 37, a NWA pilot for eight years, noted that 181 of the striking pilots will not go back to work immediately. Their return is contingent upon Northwest regaining its full business. But NWA agreed to recall another 85 by next May 1, to bring its pilot force to 1,510.

The recall of the 1,425 pilots was based strictly on seniority.

The number of pilots to be returned immediately was the final stumbling block.

The pilots who go back to work, he said, "will be trying to do our best to get our business back."

Gene Kragness, 32, NWA pilot for nearly six years, quickly chimed in: "We will do what we can for the good of our company." He estimated that well over 80 per cent of the pilots are also NWA stockholders, "so we're interested in the company."

More business means "more jobs for our fellow pilots," he noted.

## Airline may land here Thursday

10-2-72

Grand Forks International Airport officials learned Monday that an attempt was being made to arrange a stop here by one Northwest Airlines plane about Thursday in the wake of the announced settlement of the pilots' strike.

No other information was available as Northwest Airlines chiefs pushed plans to restore normal service to North Dakota, Montana and Winnipeg, this being a priority in the resumption of service.

Northwest Airlines office which has been closed during the long strike had not been opened Monday morning but was expected to be back in business within a few days.

Meanwhile the downtown airlines reservation office will accept requests for airplane reservations and will book the space as soon as schedules are made available, according to Vaughn Champeau of the Champeau-Gullickson Travel Service, 101 N. 3rd St.





**PASSENGERS FROM THE** first Northwest Airlines to arrive at Grand Forks International Airport since the airline was hit by a pilot strike June 30, headed for the terminal

about 11:30 a.m. Wednesday. The first flight, a 320C, carried 12 passengers who deplaned here, and 20 who went on to Winnipeg, Man. (Herald photo)

## Airline says 29 flights operating

Northwest Airlines was operating 29 flights Wednesday and had scheduled 17 others to begin Thursday as the company began to recover from a 95-day old strike.

The first plane to arrive in Grand Forks since the June 30 start of the pilots' strike landed at International Airport on schedule at 11:28 a.m. Wednesday. Another north-bound

plane was scheduled to arrive here at 9 p.m., and a third flight was scheduled to leave for Minneapolis at 8:05 a.m. Thursday, according to H. M. Peterson, Northwest local manager.

The big 320C-class plane, with a passenger capacity of 142 persons, carried 12 passengers who deplaned at Grand Forks and 2 went on to Winnipeg, Man.

The reservations staff was busy continually Wednesday and passenger flight volume was expected to climb back toward normal in the next week or two, Peterson said.

A 727 plane carrying about 100 passengers is the normally scheduled plane arriving here and this type will be used in the future. The big 320C was used for the initial flight because no 727 crews of pilots had been re-qualified after the strike which were available for the Grand Forks flight.

The airline said emphasis will be on service to North Dakota and Montana cities, as well as Spokane, Washington and Winnipeg. More flights will be resumed Friday, the company said, with full service expected to be restored to North Dakota within two weeks. North Dakota has been without air trunk service since the strike began June 30.

The main obstacle to restoring service is the requirement that pilots must requalify. Every pilot must take off and land three times before he can take a scheduled flight. Some pilots must also go through proficiency readings as required by the Federal Aviation Administration, according to William J. T. Usery, assistant secretary of labor. Northwest navigation crews began dipping down and taking off with various passenger jets at Hector Airport in Fargo Monday afternoon for retraining.

Members of the Airline Pilots Association and the management reached agreement Monday following meetings with Usery, who helped mediate the negotiations.

The revenue and business loss to North Dakota as a result of the strike has been estimated by the state aeronautics commissioner at \$4.5 million.

## Airline to resume schedule

Northwest Airlines will resume a full schedule of six flights Monday following a gradual buildup of service since the pilots' strike was ended.

H. M. Peterson, Grand Forks manager for Northwest, said the buildup to full service will occur through this weekend. Three planes were serving the city Thursday, another will be added on Saturday, one on Sunday and another on Monday. The full schedule follows:

A turnaround flight arriving from San Francisco and Minneapolis at 3:28 p.m., returning to Minneapolis and going on to Chicago at 4:10 p.m.

An evening flight from Chicago and Minneapolis arriving at 7:30 p.m. and leaving for Winnipeg at 7:50 p.m.

A flight east bound to Fargo, Minneapolis and Washington, D.C. leaving at 10:25 a.m.

An east bound flight at 8:35 a.m. to Minneapolis.

A north bound flight to Winnipeg at 11:48 a.m.

A flight to Winnipeg at 9:25 p.m.

The last three flights listed were in service Thursday and the others will be added between Thursday and Monday.

All planes will be the 727 stretch type with 122 passenger seats.

Peterson said business was gradually picking up since the resumption of service Monday and that 22 people boarded the first flight south Thursday. Booking reservations were increasing and full staff of operations office people will be on duty this weekend, he said.

## City eyes additional funds for local airport projects

Increased funding for airport projects may be available from the Federal Aviation Administration, according to information received by Norman Midboe, manager of Grand Forks International Airport.

Midboe said he was informed that a House-Senate conference on the airport bill had reached agreement and that the bill now will go to the floors of the Senate and House for votes.

If adopted, the bill would increase federal aid from 50 to 75 per cent for runway and taxiway construction, drainage and for increasing the present aviation area on the local airport, it was stated. An increase from 50 per cent to 82 per cent also could be available for providing security on the airport which has been ordered to be provided if U.S. Customs inspection here is to be handled in the future.

This would include fire-crash emergency equipment, policing, and security fencing.

## Grand Forks airport has full schedule of flights

Northwest Airlines returned Peterson, local manager for to a full schedule of five flights at Grand Forks with the arrival here Monday morning of a flight from Winnipeg.

The 727 stretch, 122 passenger plane, touched down at 10 a.m. and left at 10:25 a.m. for Fargo, Minneapolis, and Washington, D.C. Seventeen passengers boarded the plane at Grand Forks, according to H. M. Peterson, local manager for Northwest.

The strike was settled Oct. 2 and the first flight afterward arrived here Oct. 4.

Peterson was informed by Northwest Airlines head-quarters that a total of 168 flights out of 220 in the regular schedules will be operating by Friday, with other additions to follow.

## LEGAL NOTICES

**ADVERTISEMENT FOR BIDS  
RELOCATE RUNWAY END IDENTIFIER  
LIGHTS AT THE GRAND FORKS  
INTERNATIONAL AIRPORT**

Notice is hereby given by the City Council of the City of Grand Forks, North Dakota, that the City Auditor will receive and open sealed bids no later than 7:30 P.M., October 16, 1972, for the furnishing of all labor, tools, material and equipment necessary to relocate the existing Runway End Identifier Lights (REIL) from the South end of the N-S Runway to the North End.

Copies of the Plans and Specifications may be obtained by depositing \$15.00 with the City Auditor, Grand Forks, North Dakota, or with WEBSTER FOSTER and WESTON, Consulting Engineers, 316 Cambridge Street, Grand Forks, North Dakota.

A lump sum bid will be received and each bid shall be accompanied by a Bidder's Bond in the amount of five (5) per cent. The work in the improvement is required to be started on a date to be fixed by the City Council of the City of Grand Forks, North Dakota, notice of which will be given the Contractor ten (10) days in advance. Such work shall be completed within thirty (30) days after the notice of protest has been given.

R. L. LERUD  
City Auditor

(SEAL)

(September 28 and October 5 & 12, 1972)

## Officials await airport report

DMJM, the Los Angeles consultants currently setting up a report on future development of the Grand Forks International Airport are expected to forward their final report here soon.

The plan must be satisfactory to the FAA and will be the plan to be used in enlargement and new construction on the airport to fill the needs of the ensuing 20 or more years.

## Airport meeting expected

Norman Midboe, manager of Grand Forks International Airport said he is anticipating a meeting soon with officials of Northwest Airlines regarding the firm's requirements for U.S. Customs inspection at the local airport.

The Federal Aviation Administration recently notified local officials that pre-clearance by customs officials in Canada on flights to the United States would be discontinued by December. Because of the expected cutoff, the FAA said Grand Forks must furnish larger inspection facilities at the local airport to handle the largely increased inspections which will be necessary after the cutoff is made.

Midboe wants to discuss with airlines officials just what facilities will be required and what airline service is scheduled by Northwest in the future.

## Airport customs plans considered

Airport Manager Norman Midboe said city officials, including himself, expect to meet here this week with Northwest Airlines officials to discuss expansion of facilities for customs clearance at Grand Forks International Airport.

The Federal Aviation Administration has announced that pre-clearance procedures by the U.S. Customs will be ended May 15, 1973 when funds will be cut off for that purpose. This will require expansion of local customs facilities or Northwest Airlines will be forced to clear customs at some other city. Northwest is the only airline currently serving the Winnipeg-St. Paul route through Grand Forks.

Midboe said tentative plans for expansion of customs facilities here have been drawn and have been approved by local officials. The plans, however, must have approval also of Northwest Airlines and the customs division. Either or both agencies may require modifications of the tentative plan to meet requirements. Any modified plan which would result would still require the approval of the city before construction of new facilities could be started.

A couple of months may elapse before bids could be called for on construction which would leave only a limited time for the expansion project, Midboe said. He hoped that quick approval of some plan can be secured from customs officials so that the work could be started earlier.

## Airline requests delay in decision on customs

10-27-72

Northwest Airlines informed Grand Forks city officials Friday it would like to postpone for a month or so a decision on the need for increased customs inspection facilities at the International Airport here.

Although a cutoff of pre-clearance of plane passengers at Winnipeg is tentatively scheduled for April 1, 1973, Northwest officials feel there is a possibility of continuing pre-clearance at the Manitoba capital.

Norman Midboe, airport manager at Grand Forks, said that a postponement for a month would mean there likely will be no construction of additional inspection facilities here until next year and that no increase will be required if pre-clearance should be continued. Present U.S. Customs Bureau facilities are sufficient, he said, as long as pre-clearance remains in effect.

Some phasing out of pre-clearance from Canadian points

already has begun including the customs pre-clearance station at Vancouver, B.C.

The inspection problem stemmed from new U.S. legislation which forbids the customs department spending any funds for pre-clearance of planes entering the United States from Canada after March 31, 1973.

## Veto costly to plans at airport

10-30-72

By LLOYD TINNES

The presidential veto last week of a Senate bill substantially increasing federal aid for airport construction may force the city of Grand Forks to turn to other sources of aid for required work at the International Airport.

The bill would have increased federal aid from 50 per cent to 75 per cent on airport construction work and from 50 to 82 per cent on safety projects required for airport certification. The bill also would have outlawed passenger "head taxes" on passengers boarding or deplaning scheduled airlines. Since the bill was vetoed, the head tax income possibilities will be investigated by local and other affected airports because this avenue remains open.

The source of the federal aid funds is the aviation trust fund and this fund consists of federal taxes collected by the airports on aviation gasoline and by the airlines on ticket sales. The veto holds up the spending of this money although the tax money from these two sources continues to flow into the aviation trust fund in Washington.

The anticipated loss of federal aid on construction and required safety projects including fire crash protection will run well above \$200,000 for the next couple of years, according to Norman Midboe, International Airport manager. Construction aid in the bill would have been raised from 50 to 75 per cent and federal aid for fire crash protection would be raised to 82 per cent.

Midboe cited these figures:

On an airport drainage project now in the planning stage the cost was estimated at \$224,000. At 50 per cent federal aid, the city's cost would be \$112,000 but at 75 per cent it would have been only \$56,000. The latter figure is the city's loss on this item.

As to safety projects, with fire rescue included, the estimated total cost is \$230,000 and the city's share \$115,000. With the projected 82 per cent help, the city's share would be only about \$41,400. The difference of about \$74,000 is the loss from this source.

Fire equipment buildings, with a projected 75 per cent help provision, would cost about \$160,000 with the city paying only \$40,000 but with the 50 per cent help which now is continued the city's cost will be \$80,000 or a \$40,000 loss.

Security requirements for airport certification include fencing, improved gates and lighting at an estimated cost of \$25,000. The help here would have been 82 per cent but now remains at 50 per cent.

Future planning includes improvement of a new general aviation area at an estimated cost of \$125,000. The work includes earth fill to bring the area up to grade, apron paving, roadway paving and other work.

Not estimated as to cost is work connected with future airport planning, with a new terminal building as the major item. The federal help here would involve aprons, taxiways and additional lighting.

Midboe said he understands that the income to the aviation trust fund currently is being received at a faster rate than it is going out at the present time.

Harold G. Vavra, director of the North Dakota Aeronautics Commission, said he had been assured by both Sen. Milton R. Young and Sen. Quentin N. Burdick that they advised the President of North Dakota's strong support for the bill and urged his signing it.

## Airport security tightened

12-6-72

WASHINGTON (AP) — Secretary of Transportation John A. Volpe Tuesday ordered more and tougher security practices to prevent hijacking and extortion efforts against U.S. air carriers.

The new emergency security procedures ordered by Volpe require the following:

—Airport operators to station armed local law enforcement officers at passenger checkpoints during periods when passengers are boarding or reboarding.

—Electronic screening of all passengers by the airlines as a condition of boarding.

—Inspection by the airlines of all carry-on items accessible to passengers during flights.

The rule requiring the stationing of armed guards will require that operators submit their plans within 30 days and provide full implementation within 60 days.

The airlines must implement measures covering the electronic screening of passengers and inspection of carry-on items by Jan. 5.

## Airport financing

WHEN CONGRESS RETURNS TO SESSION SHORTLY after the new year, one of its early actions is likely to be to pass a new bill prohibiting cities and states from imposing airport boarding fees on commercial air passengers.

Such legislation was passed by the 92nd Congress, along with provisions to increase federal aid for airports, but the bill was vetoed by President Nixon. He said he vetoed the measure because it would "increase federal expenditures" and would be "inconsistent with sound fiscal policy."

However, airline lobbyists have been active in pushing for a ban on boarding taxes and Congress seems willing to provide it — with enough margin so that another presidential veto could be overridden. The earlier veto probably would not have stood up had Congress still been in session.

Despite the airline lobbyists and their friends in Congress, the boarding tax seems to us to be a logical way to help provide airport facilities used by the airline passengers. Users pay for railroads and highways and they just as logically should provide the facilities they need for air travel. Certainly, it does not make sense that only the residents of Grand Forks should pay for providing a terminal, runways, security protection and all the other airport services used by passengers who come here from 50 miles around the city, or more.

While increased federal aid for airports might help spread the cost, we tend to agree with the President that some lines must be drawn on federal spending. One step in doing so would be to allow boarding taxes at airports. We doubt if anybody is going to decide to drive or take a bus or train, rather than travel by air, just because of a reasonable boarding tax.

# Grand Forks Airport funding decision anticipated

12-31-73

By CHUCK HAGA

The City of Grand Forks will be taking a deep breath within the next few months, then deciding what direction it will take for years to come with its airport.

The decision won't be an easy one, with a significant financial cost involved in one direction and a major disruption in now-traditional modes of travel for area residents involved in the other. There does not appear to be much of a middle way.

Norman Midboe, manager of the Grand Forks International Airport, said the City Council will "have to decide, within a month or two," whether to lay out funding necessary for retention of Federal Aviation Administration certification. The city has won a time deadline extension from the FAA, but Midboe said planning and other needs make the actual deadlines much closer.

—Expansion plans that may have to remain only plans, due to the unavailability of anticipated revenue that will have to be earmarked for safety and security projects.

The airport's official manual, written recently by Midboe, has received FAA approval, he said, and plans for compliance with federal safety and security regulations are included in that document. It has also been endorsed by the city council, which Midboe takes as indication of council support for compliance, and retention of current air traffic services.

The new federal requirements are to be in force by Feb. 6, 1973, but the city has been authorized to extend that deadline into 1974 with regard to expensive, new safety equipment.

Midboe said the airport would be in compliance by Feb. 6 with new requirements in the security section "requirements that some delays and increases. In place of selective guidelines now --

will be screened with a metal-detecting device.

One attempt to hold down delays, Midboe said, will be to screen carry-on baggage immediately upon the passenger's arrival at the airport, and transport of the bags to an area where they could be picked up by screen passengers just prior to boarding.

But delays could result from lack of room at the facility, and, in any event, passengers will be required to board the craft at once after they've been screened. "There's just no place for them to wait around," he said.

And "there'll be no such thing anymore as visitors going out to the gate to watch planes come in, or take off," Midboe added. "Nobody, once he's been screened, can have contact with those who haven't."

Compliance with safety regulations will be harder, and the projected, initial city outlay of \$210,000 for equipment purchases is only the beginning, he said.

Those funds, matched by the FAA, would be used for two 1,500-gallon water-foam crash vehicles (the 3,000-gallon capacity compares with the airport's current one vehicle, of 500 gallons), and a light-weight dry chemical truck.

The vehicles would also require storage housing, he said. "We can get the equipment, and the housing," he said, "but the \$110,000 to we'd need to t — that'd be

The dry chemical truck is in operation here by Oct. 73, according to the airport's extended guidelines, and the two ash vehicles by May 1, 1974.

"But delivery of those vehicles takes a long time," according to Midboe, "so they'll have to be ordered well in advance. And the buildings — we'll have to draw the plans, and let the bid since they have to be ready for use by May 1, 1974.

Midboe estimates that "at minimum" five new people will be needed to man at least one crash unit; the remainder of the equipment would have to be operated by existing crew members.

But the FAA requirements are strict, and that skeleton arrangement might not be good enough for federal authorities, Midboe said.

"The first vehicle has to be able to get to a crash scene in three minutes," he said, "the second within three and a half minutes and the third in four minutes."

"That really puts us on the spot with personnel — it means in effect, that those people will have to be all ready to go, and can't be doing other things, least during airline operations."

If the city decides the investment is too great, he said, "we'll lose practically all of our airline service. Only North Central's 580 Convairs would be left. We'll lose Northwest if we don't come up with the new equipment."

And losing Northwest would mean more than losing a big chunk of the city's available airline service, he said. The city gets a lot of income from the airline that is turned back into the airport's operational budget.

"I think that, and the benefit of the service to Grand Forks makes the argument for complying (with the federal regulations) pretty strong," Midboe said. "There actually isn't much choice in the matter."

He said there are two options open to the city for expansion of the airport's financial base: creation of an airport authority that would draw support from outside the municipal limits, or establishment of a boarding fee user tax. The city has already

our mill levy for



## Grand Forks-Bismarck service in N.D. commuter airline plan

Herald Bismarck Bureau

BISMARCK — Harold Vavra, director of the state Aeronautics Commission, presented state legislators here with a proposed state commuter airline system plan that could be instituted as a three-year, federally-funded experiment.

He told members of the Senate Appropriations Committee Wednesday that the system would provide service between nine North Dakota cities, is drawn so it could tie in with existing major airline time schedules, "and could be extended to Minneapolis, in the event of another airline strike."

Air traffic within the state was crippled last year by a lengthy Northwest Orient Airlines strike.

Vavra said the plan calls for round-trip, twice-daily flights servicing Grand Forks, Devils Lake and Bismarck, with morning departures from Grand Forks and mid-afternoon departures from Bismarck; round-trip, twice-daily flights connecting Bismarck, Jamestown, Fargo and Wahpeton, and two round-trip flights from Williston to Minot and Bismarck, and from Dickinson to Minot and Bismarck.

The U.S. Senate is currently considering funding a three-year, experimental air commuter system project in two or three states that are geographically large, but low in population. Vavra said state officials, including Gov. Art Link, have "made a strong effort before the Senate to have one of the projects located here."

The planes would be "turbo-prop aircraft, 15-passenger, that would take about 50 minutes to an hour to go from Grand Forks to Bismarck," he said. "It would be good commuter service," he said, since "you could go in the morning and return the same evening."

Vavra said the federal government would subsidize the project at the rate of \$3 million per year, for three years, if the bill is approved. After the initial three years, the system "should be self-sufficient," he said.

If it isn't, it would be up to the state whether they would want to try continuing it under

some other financial arrangement.

Vavra said expansion of such a commuter system to Minneapolis during times when major airline service is disrupted would be more acceptable to the state than situations which prevailed during the Northwest strike.

At that time, the state Aeronautics Commission granted a "certificate of convenience and necessity" to Pro

Airlines, Inc., of Sioux Falls, S.D., to provide scheduled airline service between Bismarck, Jamestown, Fargo and Minneapolis. In addition, Flight Development Co., of Fargo, operated light twin-engine planes twice daily between Fargo and Grand Forks.

Vavra said Wednesday he believes the state stands a good chance at landing one of the projects, if the bill passes.

## Possible hijacking averted

PEMBINA, N.D. — The possible hijacking of a charter flight from Grand Forks International Airport may have been averted here Tuesday night.

Three Paraguayan-born Germans were denied entrance to the United States at the Pembina border crossing, according to the Federal Bureau of Investigation office in Grand Forks.

The three were members of a larger group of Paraguayan-born Germans who had emigrated to Canada, and who were planning a charter flight to Asuncion, Paraguay, by way of Grand Forks and Miami. Their group was to meet another group arriving from Seattle.

The FBI officials responded to a phone tip that the three had bragged earlier they were planning to hijack a charter flight. The three were not charged, but were returned to Canada, the FBI said.

The incident occurred about 9 p.m. Tuesday, officials said.

Candor Construction Co., Fargo, was granted a land lease agreement at Grand Forks International Airport where they are constructing a 22,500 square foot building for use by the University Aviation Department.

By a 12 to 2 vote, the Council

## Easier plan for regional airport authority studied

By CHUCK HAGA

Herald Bismarck Bureau

BISMARCK — State Aeronautics Commission Director Harold Vavra said here Wednesday he has sent to a Grand Forks Chamber of Commerce committee a proposal that could make it easier to form a regional airport authority for the Grand Forks area.

Vavra said he sent his proposal to Norman Midboe, manager of the Grand Forks International Airport. Midboe was to pass it on to the Chamber's aviation committee, which would then react to it and pass on its evaluation to Vavra.

Vavra said he has talked with Sen. George Longmire, R-Grand Forks, about the amendment. It would allow cities to retain control over their airports by providing them with control over regional governing commissions.

Under current state law, he explained, cities that contract with counties or other governmental units to establish regional airports may be outvoted on the airports' governing commissions. The law says that each governmental unit entering into the agreement may select one commission member; if there is an even number of commissioners, the governor appoints another.

If, for example, the cities of Grand Forks and East Grand Forks and Polk and Grand Forks Counties agreed to form a regional airport authority, the City of Grand Forks could be outvoted four to one.

That, Vavra said, is one of the

major reasons the enabling legislation for establishment of regional authorities, passed by the Legislature in 1959, has not yet been used.

Grand Forks officials are interested in establishing a regional authority because it would allow them to expand the tax base supporting the city's air facility. Midboe has indicated that vastly increased financial support is necessary for the facility to comply with federal safety and security regulations, and to expand to meet current demands.

"Right now your city is supporting a regional airport," Vavra said. "But the present state law which permits counties and cities to create regional authorities is unworkable; the city could lose control of its own airport."

Under Vavra's proposal, any city and county in the state could form a regional authority in which the representation on the governing commission would be determined by the parties to the negotiation.

His proposal would require commissions of at least five members. Allocation of representation could be made "by any formula they can agree on," Vavra said. They could use population, for example, or tax base.

He said that if this amendment doesn't provide local governmental units with some basis for agreement, "then the next step will be the Legislature stepping in and saying, 'There shall be a regional airport authority here . . .'"

That was what was done in Minneapolis-St. Paul, he said, by the Minnesota Legislature.

Vavra also indicated it would be dangerous for cities to rely on a boarding fee, a sort of "user tax", in order to expand their airport revenue. He said Congress passed a law last session outlawing such "head taxes", but President Nixon vetoed it. Another attempt to pass it will probably be made this session.

Although the airline industry has challenged the tax on the grounds it hinders interstate commerce, the U.S. Supreme Court has ruled it constitutional "if it's reasonable, and the funds are used for airport purposes," Vavra said. "But Congress could still outlaw it."

Vavra's proposal doesn't sit too well with rural Grand Forks legislators, and Rep. Enoch Thorsgard, R-Northwood, said it "could cost some of us \$200 a year — and we don't use the airport."

He said he called El Dee Cummings, Larimore, N.D., a member of the Grand Forks County Commissioners, and was told the commissioners "have discussed it several times and can't go for it." He said the commission favors adoption of a boarding tax.

If, however, the authority could be spread over a sufficiently large area to lessen the tax load, Thorsgard indicated it might be more acceptable. He said such an expanded authority would have to include Nelson and Walsh counties, and perhaps other areas.

JANUARY 5, 1973

RURAL DELIVERY  
JANUARY 6, 1973

GRA

## NW Airlines suing N. D., Forks, 3 other cities

BISMARCK (AP) — Northwest Airlines is taking the state of North Dakota and four North Dakota cities, including Grand Forks, to court in an effort to reduce the assessed value of its property in the state.

The action was filed in Fourth District Court, Bismarck.

State Tax Commissioner Byron Dorgan said the suit is "not something that's surprising." He said the airline implied that it might resort to the courts when its assessment was raised last August.

Its North Dakota assessment of \$2,307,486, said Northwest in its summons, was "illegal, wrongful, disproportionate, confiscatory, arbitrary and discriminatory."

The Minneapolis-based firm

argued that its assessed valuation should be \$1,502,967, if the same method has been used to assess it as had been used for other air carriers.

Instead, the suit alleges, the Board of Equalization "deliberately, systematically, arbitrarily, and with design to operate unequally upon and unlawfully discriminate against" assessed Northwest's property at a higher level.

For July, Northwest had its property assessed at \$1,816,937. It requested a reduction in August, but instead the Board of Equalization increased the assessment to \$2,578,315.

Northwest then protested again and in September the board set the final assessment at the disputed figure of \$2,307,486.

North Dakota's Board of

Equalization is made up of the governor, the tax commissioner, treasurer, auditor and agriculture commissioner.

The four cities named in the suit are Bismarck, Fargo, Jamestown and Grand Forks. They were made parties to the suit because a portion of the taxes assessed will be assessed and collected for them.

Grand Forks officials said Thursday the city has not been served any legal papers concerning the proceedings.

Fargo City Attorney Wayne Solberg said, "it's not too likely that we'd be involved since the actions were not taken by the cities. We are joined because we're recipients of tax monies."

Solberg added that the suit didn't result from any action taken by any agencies of the cities.

RURAL DELIVERY  
JANUARY 27, 1973

JANUARY 26, 1973

## Region airport formation eased

**Herald Bismarck Bureau**  
BISMARCK — The Senate Transportation Committee Thursday passed out a bill that would allow easier formation of regional airport authorities in North Dakota.

The committee gave the proposal a "do pass" recommendation. It is sponsored by Sens. George Longmire, R-Grand Forks; Even Lips, R-Bismarck; Chester Reiten, R-Minot, and Francis Butler, R-Fargo.

Longmire was asked to introduce the legislation by state aviation officials. He asked the other "city" legislators to co-sponsor, since airports in their localities are facing problems similar to those confronting the Grand Forks International Airport.

The bill, which may be voted on in the Senate today, would make formation of regional authorities more attractive to cities where airports are located. Those cities, like Grand Forks, are currently supporting regional airports, Longmire said, "but the surrounding area isn't paying anything for it."

The proposal "would cer-

tainly be more fair," Longmire said. "Those who use the airport should pay their share."

He said creation of regional authorities, and consequent expansion of the airports' tax basis, would allow the ports to go ahead with necessary expansion and remodeling projects.

New safety and security regulations handed down by federal agencies require extensive work at several North Dakota facilities, and airline service could be lost at facilities that don't comply.

Political subdivisions were allowed under existing law to establish regional authorities, but governing bodies would be heavily weighted in favor of rural units. Consequently, in the dozen or so years since the old law has been on the books, no city in the state has initiated a regional authority project.

### COMPOSER, 86, DIES

STROUDSBURG, Pa. (AP) — George Graff, 86, composer of the words to "When Irish Eyes Are Smiling" and 400 other songs, died Wednesday. Of Dutch and German descent, Graff admitted he had never been to Ireland.

vehicles. 2-6-73  
—Agreed to hire, when the city has the equipment, qualified personnel from Grand Forks Air Force Base to man firefighting equipment at the airport to meet Federal Aviation Authority requirements. They would be hired on a part-time basis at approximately \$2.50 an hour.

## Boarding fee bill said dead

**Herald Bismarck Bureau**

BISMARCK — A bill that would allow North Dakota cities with airports to institute boarding fees is pretty much dead, according to Sen. Chuck Goodman, R-Grand Forks.

Goodman is a member of the Senate Finance and Taxation Committee, which heard the proposal Wednesday morning. He said it will be voted on Monday, and would most likely receive an indefinite postponement recommendation.

Goodman said the bill would allow cities like Grand Forks to collect from air passengers a fee of from \$1 to \$3. The city's current four-mill levy would be reduced as much as is collected through the fees, and with a \$3 fee would probably be eliminated.

Goodman said the proposal has some merit, especially in that it would spread costs of the airport over a wider area. There are problems, however, he added, primarily with regard to the inconvenience of collections.

Goodman also said there would be no way an airline could refuse to allow a passenger to board his plane, even if the passenger refuses to pay the fee.

Almost all the testimony at the hearing was against the proposal. Another bill, now in the House Transportation Committee would allow for easier establishment of regional airport authorities, and that approach appears to be more interesting to legislators.

### ASININE SOLUTION

GRAND FORKS — Once again the city planners have come up with what has to be the most asinine solution to a problem in this century.

I'm referring to the hiring of Grand Forks Air Base off-duty airmen for the new fire station at the municipal airport. They are not only discriminating against local men looking for jobs in the fire service field, but they are also openly flouting the rule concerning city employees living within the city limits.

The air base personnel's No. 1 priority will be to stay on base as far as alerts, etc., are concerned.

Also, an ex-firefighter friend of mine, who was involved in the residency dispute, would like to know if they are going to annex the air base into the city limits to make this justifiable.

As Lawrence Welk says, "wunnerful, wunnerful."

DOUGLAS R. HENSRUD

## City now in compliance with airport screening

**By KEN RETALLIC**

Increased security measures at the Grand Forks International Airport now include passenger and luggage screening by metal-detecting devices and the presence of an armed police officer during boarding times. The city was in compliance with the Federal Aviation Administration security requirements a month ahead of schedule, according to Norman Midboe, airport manager.

The final deadline for armed guards at the boarding gates went into effect Friday, following the cancellation of a 10-day delay granted by a federal judge on the enforcement of the latest phase of the new antihijack measures. Grand Forks, however, has had few of the problems other larger cities have had in meeting the requirements.

The city began complying with the FAA regulations when they were announced last summer, said Midboe. Police of-

ficers have been on duty at the airport since August.

"The FAA security requirements specified that a full screening process be begun by Jan. 5 and be backed up by armed police by Feb. 5," explained the airport manager. "But we had the law officers already and all we did was give them some additional duties."

"The airport now has a walk-through metal-detecting device, called a 'magnometer,'" he continued, "and it has a couple of hand detectors for closer proximity inspection."

Screening of passengers and carry-on luggage is basically being done at boarding time, said Midboe. Carry-on bags are screened first and then placed in an isolated area, where they are held until the passengers pick them up prior to boarding the airliners. At departure time passengers walk through the metal-detecting device that is just off the airport lobby in the exit to the boarding apron.

Passengers are not screened prior to boarding time because of limited space at the airport, said Midboe. A small isolation area to separate passengers from non-passengers will hold only 10 to 12 persons, he explained.

Such a process is working well enough, though, when there are not too many passengers waiting to board. But when there are more than 100 "we'll start boarding in advance — otherwise we would have a problem getting our planes off in time," said Midboe. He also indicated that a additional arrangements will have to be made to handle an ever larger influx of passengers, such as during the Christmas rush.

The presence of an armed police officer at the boarding gates is required by the new security measures to back up the screening process, continued Midboe. The officer will prevent unauthorized persons from boarding or approaching an aircraft to prevent hijacking or bomb threats.

The screening devices, however, are operated by representatives of the Pinkerton Detective Agency hired by the airlines. Three inspectors are on duty along with the police officer during the peak passenger hours.

Equipment used in the screening process was furnished partially by the FAA and partially by the airlines, said Midboe. Some minor renovation expenses were all that were incurred by the city, he added.

Before going through the magnometer, men are asked to remove all the metal objects in their pockets and place them in a tray, explained Marie Charette, Grand Forks Air Force Base, who is one of the Pinkerton inspectors. And she means "all" metal objects.

Even a package of cigarettes will register on the metal-detecting device because of the tinfoil in the package. An extra large belt buckle might register also.

"That is why the airlines asks that such items be put in carry-on bags," said Mrs. Charette. Containers will be provided for those who do not have a bag, however.

Women going through the screening device have their purses inspected separately, and sometimes they may have to remove extra large jewelry to avoid setting off the magnometer. Coats may also have to be removed if they have large metal buckles or buttons.

And if the walk-through device is set off, a hand detector is used to determine what caused it to register.



WHEN A METAL object registers on the new walk-through, metal-detecting device at the airport, a hand detector is used to determine what set off the larger device. In this simulation,

Marie Charette operates a hand detector to find a metal object on Bryan Pederson, while Robert Corbett of the Grand Forks Police Department stands by. (Herald photo)



PASSENGERS AT THE Grand Forks International Airport have a new "doorway" to walk through before boarding their airliner. Called a "magnometer," the structure is a metal-detecting device installed to comply with new antihijack measures required by Federal Aviation Authority requirements. It is operated by representatives of the Pinkerton Detective Agency, such as Marie Charette shown in the background. (Herald photo)



# City flight operator asks probe of UND aviation unit

By THE ASSOCIATED PRESS

The operator of a commercial aviation service in Grand Forks told the House Appropriations Committee Monday in Bismarck that the University of North Dakota's Aviation Department is invading the commercial aviation field and plans to extend that invasion further.

James Montgomery, who said he has been fighting the UND Aviation Department since its inception in 1967, offered a three-point proposal which he said would cut down the University's interference in the commercial aviation field.

Montgomery, who operates Montgomery Air Spray Inc., made his appearance as Appropriation Committee members began their deliberation of the UND total budget.

He said UND should not be allowed to give pilot training to

"special students" and training should be limited to those who carry a minimum of 12 semester hours, the University should not perform maintenance on any leased planes and the aviation service should not be used except by University personnel and students and only for University business.

Montgomery charged that the UND maintenance program is taking away money from commercial operators, that UND flight training costs are lower than commercial costs and not competitive, that the University operates a charter service in competition with commercial services and that, in essence, UND is running commercial aviation groups out of business.

John Odegard, chairman of the UND aviation department, said Montgomery's allegations are false.

He said the University

already limits use of its services to University personnel and students and does not operate a public charter service. He said the charter service they have is strictly for University personnel and designed to fly people as a group to cut down transportation costs.

Odegard said since the UND service leases approximately 20 of its 25 aircraft, they must do their own maintenance work. He added that the reason they quit using commercial services for maintenance was because of shoddy workmanship.

Flight costs, Odegard said, begin at a minimum of \$820 for special students. He said a special student is one who must go through the complete enrollment procedure at the University and pay all registration fees and semester hour fees for the flying course.

Montgomery said he learned it cost approximately \$600 to obtain a private pilot's license at UND as compared to between \$700 - \$800 through his service. Odegard said that price is for using the airplane, but another \$220 in fees must also be paid by the special student.

Odegard also added that since the University is a public institution it cannot refuse to teach people who enroll through the normal process.

Montgomery said he wants the UND Aviation Department investigated and wants its provisions enforced.

Formation of regional airport authorities — with airport cities maintaining their port control — was made easier by the Legislature, according to O'Neill.

"We'll be able now to organize the authority on a population basis," the mayor said, though he added no approaches have been made yet to county or neighboring government officials.

The new enabling law allows formation of regional authorities with cities containing airports holding a voting majority on the authority board. Under existing law, Grand Forks could enter into a regional port agreement with the county and East Grand Forks, for example, but be outvoted by the two other governmental entities.

"We would hope we could discuss formation of an authority" with other local subdivisions, O'Neill said. Creation of such an authority would allow for an expanded tax base for support of the Grand Forks International Airport.

Currently, city property owners pay four mills — the maximum allowed by state law — for support of the facility.

## Grant given city airport for drainage

A grant of \$125,750 to the Grand Forks International Airport was approved Thursday by the Federal Aviation Administration, according to Sen. Milton R. Young, R-N.D. The major portion of the funds will be used for the construction of a storm drain and the remainder will cover acquisition of drainage easements.

An enclosed storm drain approximately three-quarters of a mile long north of the airport's north-south runway will replace an open ditch that has been used to drain the airport area, said Norman Midboe, airport manager.

In the past, he said, drainage problems have resulted from erosion fill in the ditch which slowed down drainage, and from delayed thawing of snow fill in the spring. The new storm drain will empty into the Saltwater Coulee, which runs northwest of the airport.

At its meeting Monday, the City Council will be requested to approve the plans and specifications and call for bids on the project, said Midboe.

## AGENDA CITY COUNCIL MEETING MONDAY, APRIL 2, 1973

- 1 ROLL CALL:
- 2 READING AND APPROVAL OF MINUTES: March 19 and 28, 1973.
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES AND COMMUNICATIONS:
  - 3-1 Public hearing and determination of sufficiency of protests on Paving Dist. 303, Project No. 2231, paving on N. 8th St. from 2nd Ave. N. to Univ. Ave.
  - 3-2 Bids on Sidewalk Project No. 2201.
  - 3-3 Bids on Project No. 2179, Paving Dist. No. 296; Project No. 2231, Paving Dist. No. 303; and Project No. 2211, Sewer Dist. No. 142.
  - 3-4 Bids on Project No. 2214, sanitary sewer on N. 8th St. from 2nd Ave. N. to Univ. Ave.
  - 3-5 Communication from Larry M. Atkins re. deferred compensation for public employees.
  - 3-6 Claim by William Omer Brown.
  - 3-7 Report of Board of Adjustments.
  - 3-8 Various bonds and insurance policies.
- 4 REPORTS OF OFFICERS:
  - 4-1 Various reports.
- 6 REPORTS OF STANDING COMMITTEES:
  - 6-1 Matter of centennial celebration.
  - 6-2 Reapportionment of city wards.
  - 6-3 Matter of change order for purchase of special nozzle for new aerial ladder fire truck.
  - 6-4 Need for new pumper truck for Fire Dept.
  - 6-5 Need to retain architect to design main house fire station.
  - 6-6 Need to retain appraiser for land condemnation suit to acquire site for north side fire station.
  - 6-7 Recommendation from Civil Service Commission re. positions of City Assessor-Director of Administration and City Engineer-Director of Public Works classifications.
  - 6-8 Matter of imposing a motel-hotel occupancy tax.
  - 6-9 Matter of amendments to city ordinance relating to earning of vacation leave and sick leave during periods of extended illness or absence and for the treatment of alcoholism.
  - 6-10 Proposed ordinance to amend Sec. 3-0904 of City Code relating to additional duties of the City Assessor-Director of Administration to include the airport.
  - 6-11 Request of G-F Cable T.V. to change year basis for remittance of franchise fees to calendar year.
  - 6-12 Matter of Treasurer's bond.
  - 6-13 Matter of bids to carpet stairways in City Hall.
  - 6-14 Matter of need for additional voting machines.
  - 6-15 Matter of request for free parking for faculty and students around Central High School.
  - 6-16 Application for federal aid in purchase of fire equipment for airport. **PASSED**
  - 6-17 Matter of lease of land at airport for agricultural purposes. **PASSED**
  - 6-18 Matter of door operators for Hangar No. 1 at airport.
  - 6-19 Matter of roadway paving to serve Hangar No. 1. **OK**
  - 6-20 Matter of plans and specifications and calling for bids on airport drainage project. **PASSED**

— Approved inclusion in duties of assessor-director of administration for the airport.

— Approved a request from Grand Forks Cable TV to change to a calendar year basis for remittance of its franchise fees.

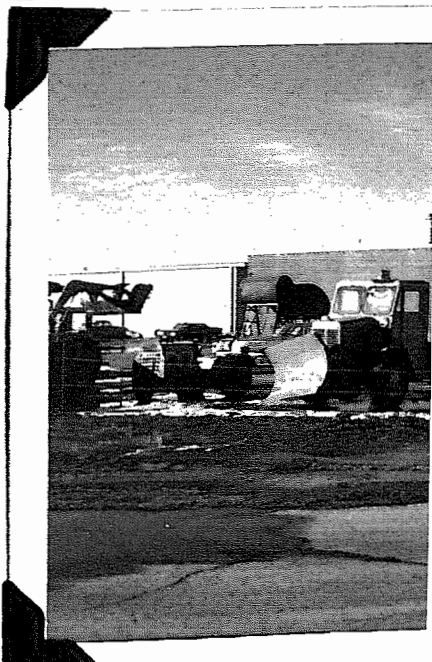
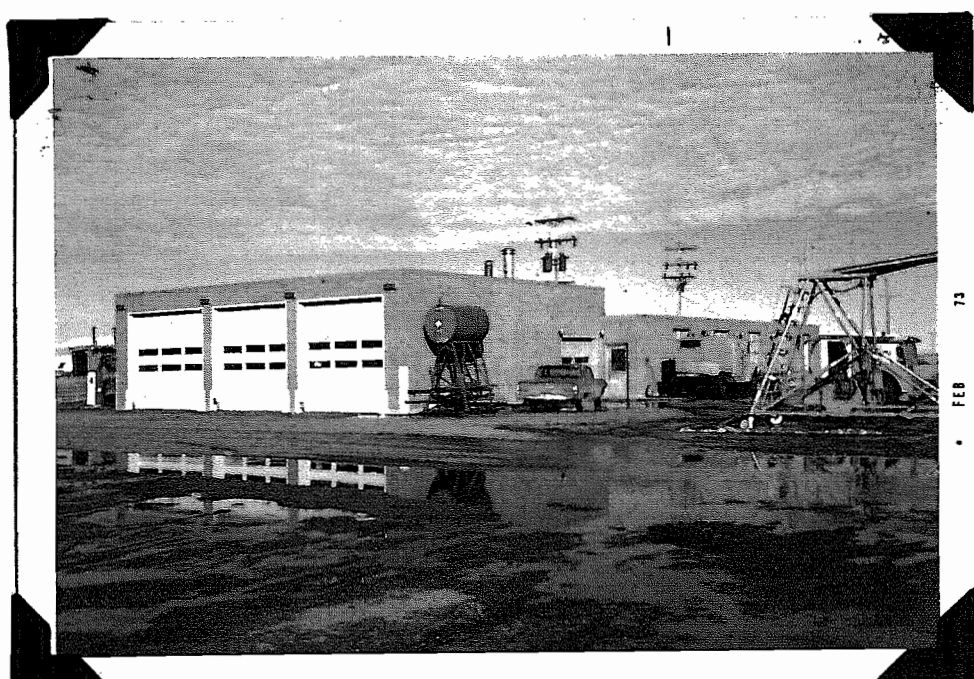
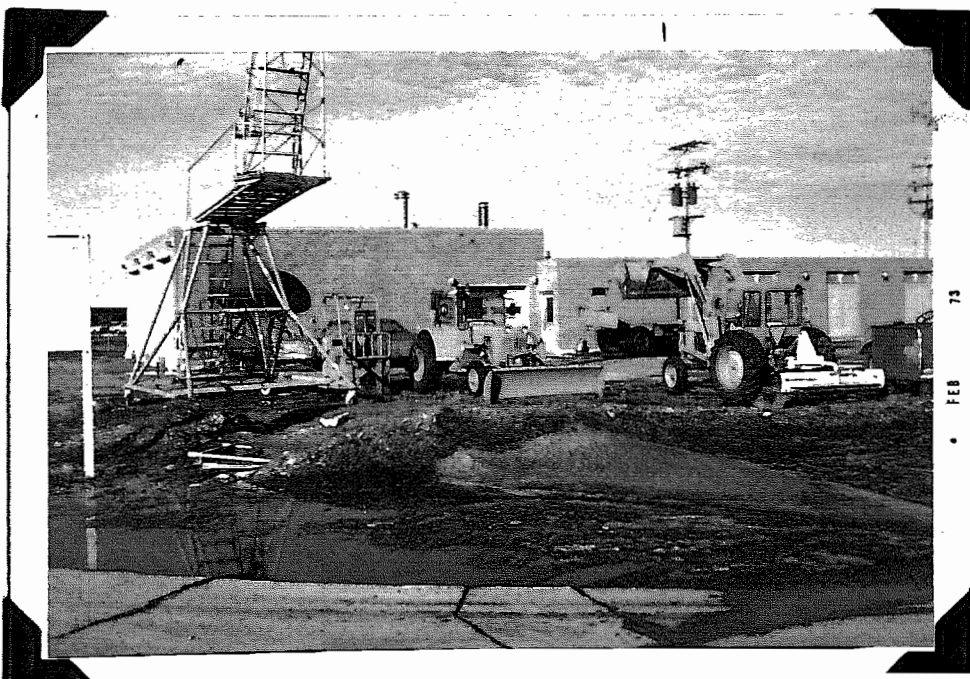
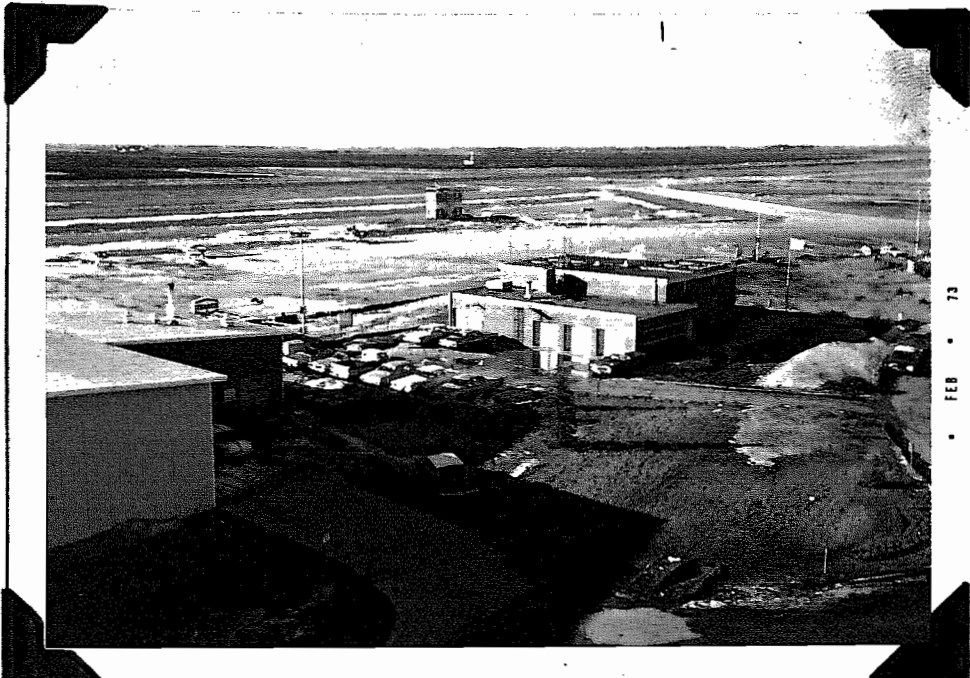
— Approved a bid of \$1,300 from Carl's Carpet Center, 1903 S. Washington St., for carpeting of City Hall stairway.

— Approved purchase, with Revenue Sharing funds, of 10 new voting machines at \$2,552 each (county to pay two-thirds of total cost).

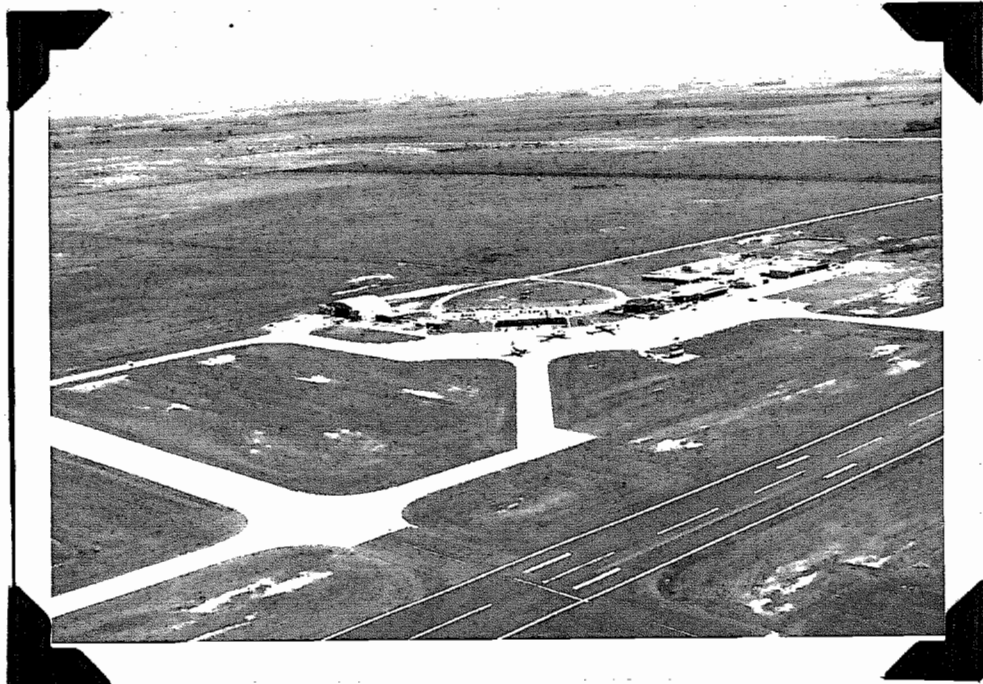
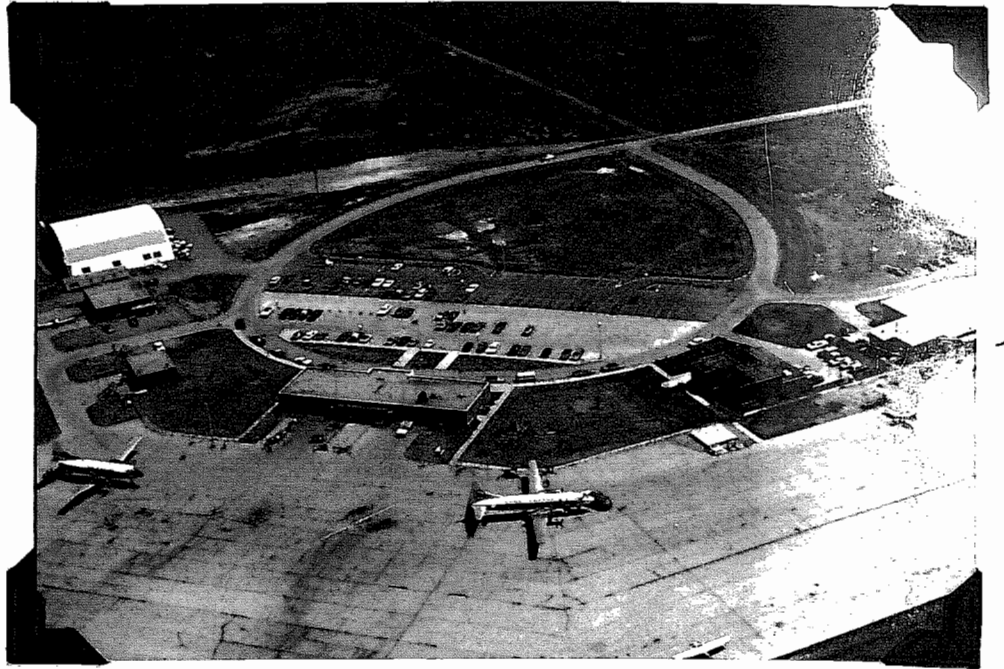
— Denied a request for free parking around Central High School for teachers and students. **4-3-73**

— Approved purchase of door operators for hangar at the airport, at \$2,493.

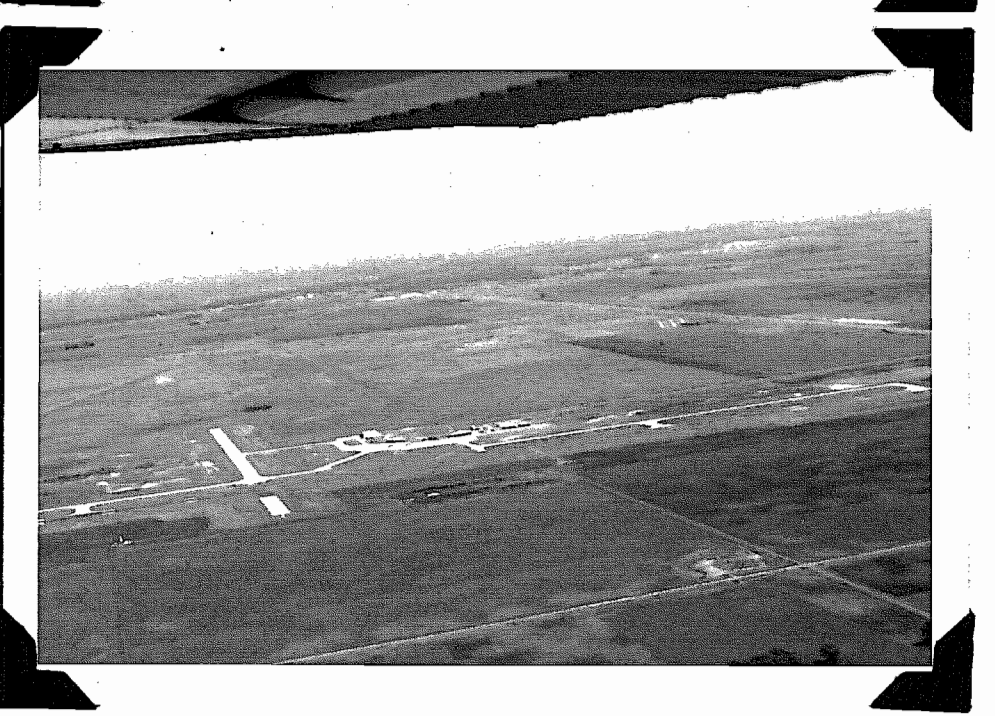
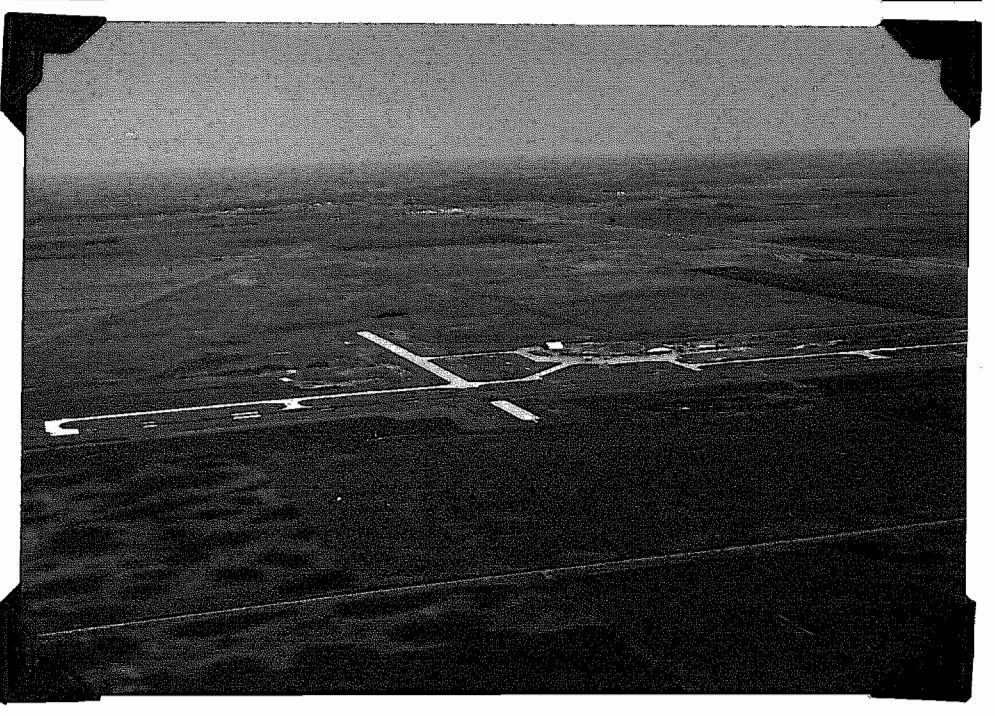
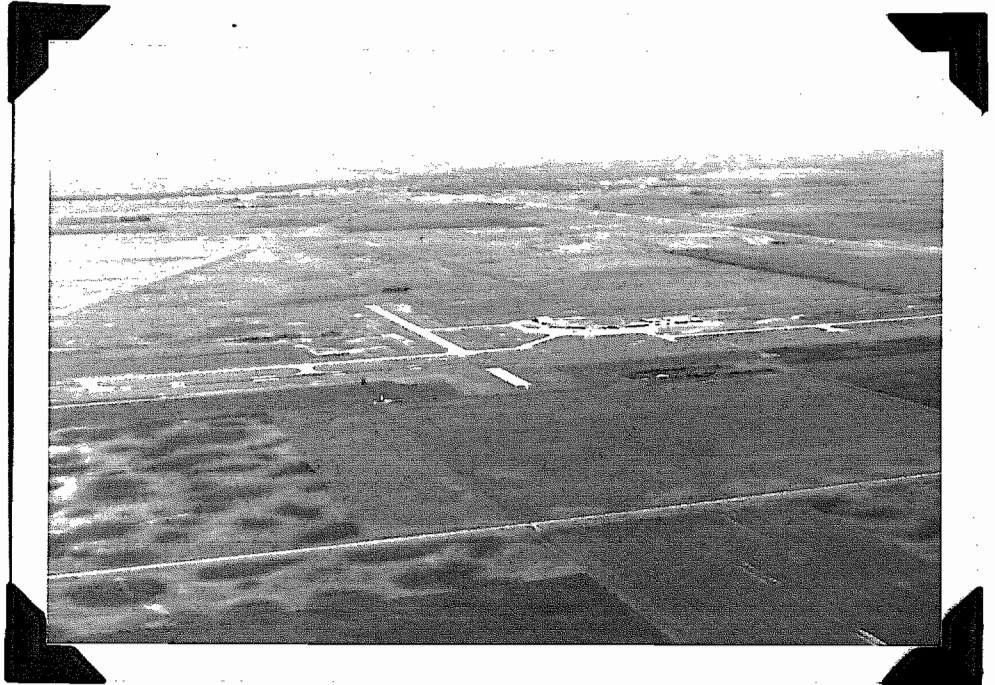
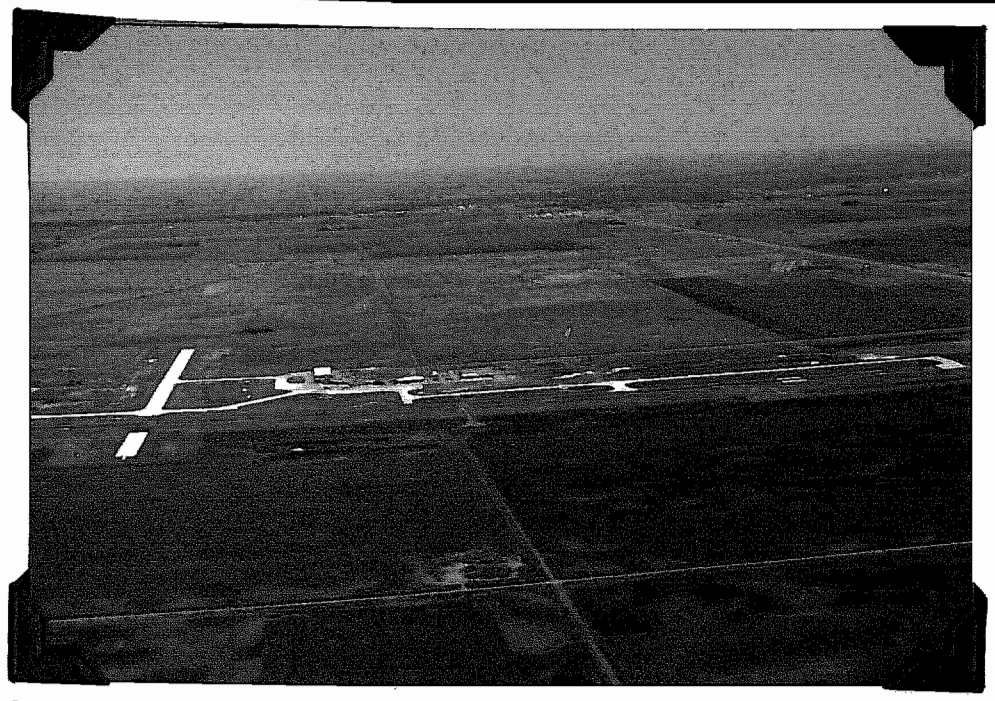














## Revenue sharing

AS THE GRAND FORKS HERALD REPORTED SUNDAY, there is considerable sentiment at City hall for using the bulk of Grand Forks' federal revenue sharing money for 1972 and 1973 for two new fire stations and new fire fighting equipment.

The thinking of Grand Forks city fathers — in common with those of many other cities — apparently is that the revenue sharing funds should be used for some vitally needed project, rather than being parceled out among all of those agencies and causes which eye the money as the solution to their needs. In other words, it should be used for something which the taxpayers can see as a visible improvement, rather than being fragmented.

We certainly agree that improved fire fighting ability is a major Grand Forks need. In addition to preventing the necessity for bond issues to finance the new stations and equipment, the proposed improvements could reduce future fire insurance premiums for everyone in the city, or at least prevent them from rising.

There are other needs, of course, which also could be considered. One obvious one is the improvement of Grand Forks International Airport. But many think that the cost of the improvements there should be borne by a larger area than just the city of Grand Forks, through an airport authority or through boarding fees on the passengers who use the airport. It appears the latter alternative will be prohibited by Congress, however, and there has been no noticeable rush of other communities and governmental bodies to offer help on the airport project.

The Grand Forks Public Library thinks it has a reasonable claim on part of the revenue-sharing funds, to replace other federal help it has been getting and no longer available to it. The library has had to stop buying new books and make other economies which diminish its usefulness to the people of Grand Forks.

Many others also have been looking forward to sticking in their thumb and pulling out a plum from the revenue sharing pie.

We do not presume to say that the city's tentative selection of the fire fighting improvements is not the proper usage of the approximately \$1,150,000 the city will receive for 1972 and 1973 in revenue sharing funds. We do think that the city council should have the advice of all concerned, however, before a final decision is made. We invite our Grand Forks readers to use our Mail Bag to make their wishes known.

**CALL FOR BIDS**  
LIGHT WEIGHT FIRE FIGHTING/RESCUE VEHICLE FOR GRAND FORKS INTERNATIONAL AIRPORT  
Notice is hereby given that sealed bids will be received at the office of the City Auditor, City Hall, P.O. Box 1518, Grand Forks, North Dakota 58201, up to 2:00 P.M., Friday, May 18, 1973 for the following:  
1—New Aircraft Light Weight Fire Fighting/Rescue Vehicle complete with equipment set forth in specifications.  
Forms for bidding and specifications may be obtained at the office of the City Auditor, City Hall, P.O. Box 1518, Grand Forks, North Dakota 58201. All bids will require delivery of vehicle FOB Grand Forks International Airport, Grand Forks, North Dakota as set forth in specifications.  
Availability of Funds for purchase of above equipment depends upon completion of arrangements with the Federal Aviation Administration to require their financial participation along with that of the Grand Forks City Council of the City of Grand Forks; the acceptance of bids and the award of any contract pursuant to this Bid Request will be conditioned upon the successful completion of those negotiations and the execution of a Grant Agreement; however, if for any reasons Federal Funds are not made available to said City Council all bids will be rejected as hereinafter provided.  
In submitting a bid it is understood that the right to reject any and all bids has been reserved by the Grand Forks City Council, and a bid may not be withdrawn for a period of six (6) months from the opening thereof; however, a contract may be awarded any time after a Federal Aviation Administration Grant Agreement is executed.  
Done by order of the Grand Forks City Council this 17th day of April, 1973.  
R. L. Lend  
City Auditor  
(April 26, May 3, 10, 1973)

## Fly-in attracts 1,800 to airport

An estimated 1,800 persons attended a fly-in breakfast and dedication event Sunday for the University of North Dakota's new training and maintenance facility at Grand Forks International Airport.

Approximately 1,500 of the persons were served breakfast in the new facility during the Alpha Theta Rho-sponsored event. The local chapter of the international aviation fraternity was in charge of the day's activities.

Twenty planes from other points flew to Grand Forks for the occasion.

Features of the day included a radio control model show conducted by the Red River Radio Control Club, a fly-by of two F-101 jets from Fargo, sky diving shows by Goose River Sky Divers, Acrobatic demonstrations by Al Pietsch, Minot and Stewart Lucke. Aircraft on display featured an Air National Guard helicopter, four acrobatic aircraft and various University aircraft. A total of 150 persons were given airplane rides during the day.

Dedication speakers were John Odegard, University Aviation Department chairman; Dean Jelsing, director of operations of UND aviation; Wayne Candor, Candor Construction Co., Fargo and Dean Clark Rowe of the University.

Thirty-five entrants competed in an accuracy landing contest. First place winners in the three divisions were all UND students and went to Bill Wickman, commercial division; Jerry Kyser, private division and Andy Veres, student division.

Delta Chapter of Alpha Theta Rho at UND, also gave special thanks to Odegard, Jelsing and Lee Barnum of Grand Forks, for their assistance in conducting the fly-in.

land in the Airport Addition;  
—Approved hiring of two airport field attendants as step toward fulfilling airport certification requirements;

## New ward, precinct map approved by City Council

By CHUCK HAGA

Grand Forks' new ward and precinct map became law Monday night, as the City Council adopted an ordinance that embodies the plan.

Slight population variance between wards highlights the reapportioned city map, which was drawn by the auditor's office to comply with recent U.S. Supreme Court rulings.

Local voters and election workers will face the revised layout for the first time next month, in the May 5 school board election. A city election and another school board election in early 1974 will further familiarize people with the plan before the 1974 general elections.

The proposal was adopted without dissent or debate, as the council whisked through a routine agenda virtually void of controversy.

The council authorized city officials to apply for a federal grant of \$85,350 to use toward a \$170,700 project to construct an additional to the fire and service equipment building at the airport. The project also involves installation of security lighting and fencing.

Bids were called for on a quick-response, light-weight dry chemical rescue truck for the airport, with anticipated federal assistance for financing the purchase.

## Forks air tickets up

Passenger ticket prices at the Grand Forks International Airport will increase by 25 cents starting Saturday, according to Airport Manager Norman Midboe.

Midboe said the hike was authorized by the Civil Aeronautics Board to cover costs of airport security, but that the national averages used to set the 25-cent fee are inaccurate locally.

Midboe said security costs here run to about \$50,000 each year, through an arrangement with the city police force. But the local airport registers only slightly more than 60,000 passenger boardings annually, he said, and at a quarter a head only \$15,000 would be raised.

The fee would be collected by the airlines, and the airport would negotiate with them for its transfer. Midboe said the airlines are already collecting a CAB-authorized fee of 34 cents to pay for passenger screening costs.

## Airport aid bill could help N. D.

BISMARCK — A congressional House-Senate Conference Committee in Washington, D.C. has agreed to renew the federal Aid to Airport Act for three years, according to word received by Harold G. Vavra, director of the North Dakota Aeronautics Commission.

Vavra said the act increases federal aid to airports from 50 to 75 per cent of construction costs for all air carrier and general aviation airports in North Dakota.

The conferees also approved the use of 50 per cent federal aid funds for construction or improvement of airport terminal buildings directly related to the movement of passengers and their baggage at airline airports, Vavra said. The present law provides no federal funds for airport terminals.

The bill, as agreed upon by the conferees, also makes it unlawful for any airline airport to charge passenger boarding fee or "head taxes", the director said.

The final bill increases the annual level of airport construction funds from the present \$280 to 310 million to be appropriated out of the national Aviation Trust Fund.

Vavra said if the airport bill passes the House and Senate as amended, and is approved by the President, "the increased federal participation will be of great assistance to North Dakota airports."

## Airlines to have security expense

Expenses incurred by the city police department in providing security to the Grand Forks International Airport will be passed on to the two airlines operating there, the City Council decided Monday night.

The expenses will be passed along to Northwest Orient Airlines and North Central Airlines retroactively, the council said. They will be pro-rated to the two carriers according to passenger boardings.

The council also voted to secure an option for purchase of 154 acres adjoining the north edge of the airport, and to apply for federal assistance in the purchase. The council indicated it wants a new appraisal of the

## LEGAL NOTICES

5-7-73

ADVERTISEMENT FOR BIDS  
AIRPORT DRAIN  
IMPROVEMENT NO. 1  
GRAND FORKS  
INTERNATIONAL AIRPORT  
GRAND FORKS, NORTH DAKOTA  
FAA PROJECT NO. 8-35-0022-01

Notice is hereby given by the City Council of Grand Forks, North Dakota that the City Auditor will receive and publicly open, sealed bids no later than 7:30 p.m., DST, May 21, 1973 and that the Council will be in session in the council chambers in the City of Grand Forks, North Dakota on said date to receive sealed bids for the furnishing of all labor, tools, material and equipment necessary to construct airport drainage improvements, namely install approximately 3,200 feet of storm sewer outfall line down the existing drainage ditch and regrade, fill and seed existing ditch and ditch bank. All work to be done for the Grand Forks International Airport, Grand Forks, N.D.

Plans and Specifications are on file in the office of the City Auditor, Grand Forks, N.D. Copies of the Plans and Specifications and other bidding and Contract Documents may be obtained by depositing thirty dollars (\$30.00) with WEBSTER, FOSTER & WESTON, Consulting Engineers, 316 Cambridge Street, Grand Forks, N.D. 58201, for each set so obtained. Ten dollars (\$10.00) of the deposit will be refunded to those who return the documents in good condition to the Engineer ten (10) days after the date set for opening of bids.

The work consists of the following approximate quantities: 36" x 12" RCP, 12" x 42" RCP, 48" x 31 1/2" RCP, 36" x 74" CSP, 60" x 137 1/2" RCP, 11 Manholes, Comm. Excavation 25,000 C.Y., Fill 27,000 C.Y., 25 acres seeding, and other miscellaneous items.

Each proposal shall be accompanied by a bid bond made payable to the Mayor of the City of Grand Forks, N.D., in the amount of 5 per cent of the bid made payable without condition to the City as a guarantee that the bidder will enter into a contract for the work. The bidder must supply all the information required by the bid or proposal form. The successful bidder will be required to comply with all applicable Federal labor laws including the Minimum Wage Rate Decision of the U.S. Department of Labor.

The work on the improvement is required to be started on a date to be fixed by the City Council of the City of Grand Forks, North Dakota, notice of which will be given to the Contractor ten (10) days in advance and such work shall be completed within forty-five (45) calendar days starting from the date of Notice to Proceed or by November 15, 1973, whichever is the longer period of time. Extension of time for completion will be granted only in case weather conditions are such that, in the judgement of the Engineer, they may be detrimental to the quality of the work, and such extensions shall be in writing by the Engineer.

The City of Grand Forks, ND, reserves the right to hold all bids for a period of sixty (60) days after the date set for opening thereof and to reject any and/or all bids and to waive irregularities and to accept any bids should it be deemed in the public good and also reserves the right to reject the bid of any party who has been delinquent or unfaithful in the performance of any former contract with the City.

The proposed contract is under and subject to Executive Order No. 11246 of September 24, 1965, and to the Equal Opportunity Clause.

A Contractor having 50 or more employees who may be awarded a contract of \$50,000 or more and subcontractors having 50 or more employees who may be awarded a subcontract of \$50,000 or more will be required to maintain an affirmative action program, the standards for which are contained in the Specifications.

It is a condition of this contract and shall be made a condition of each subcontract entered into pursuant to this contract that the Contractor and any subcontractor shall not employ any laborer or mechanic employed in performance of the contract work in the surroundings or under working conditions which are unsanitary, hazardous or dangerous to his health or safety as determined under construction safety and health standards. Title 29 Code of Regulations, Part 1518.26 FR 7240, promulgated by the U.S. Secretary of Labor in accordance with Section 107 of the Contract Work Hours and Safety Standards Act of 1938, Statute 85.

A Certification of Non-discrimination must be submitted prior to the award of a contract. The awarded construction contract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

Contractors receiving federal assistance construction contract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of this notice to the prospective subcontractors, for supplies and construction contracts where the subcontract exceeds \$10,000 and are not exempt from the provisions of the equal opportunity clause.

NOTICE TO PROSPECTIVE SUBCONTRACTORS OF RE-SEGREGATED FACILITIES.

(a) A Certification of Non-discrimination must be submitted prior to the award of a subcontract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

(b) Contractors receiving subcontract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of this notice to the prospective subcontractors, for supplies and construction contracts where the subcontract exceeds \$10,000 and are not exempt from the provisions of the equal opportunity clause.

NOTE: The number for making false statements in offers is 1-800-368-1060.

Each bidder shall place his bid in an envelope and on the outside of the envelope shall mark the nature of the contract and the name of the bidder. Contractor's state license number and date issued or expiration date shall be shown on the bid. Each bid must be submitted upon the basis of each envelope.

DATED this 5th day of May, 1973 by order of the City Council of Grand Forks, North Dakota.

PROPERT I. ERUD

City gets  
FFA grant  
for airport

A grant of almost \$200,000 from the Federal Aviation Administration to the City of Grand Forks was announced Thursday in Washington, D.C., by Rep. Mark Andrews, R-N.D., and Sen. Milton R. Young, R-N.D.

The money is intended for several equipment and building projects at the Grand Forks International Airport, in order to bring the airport within tightened federal certification standards.

The grant, for \$197,350, is for purchase of three fire-fighting and rescue vehicles, construction of an addition to the fire-fighting equipment building, and installation of security fencing and flood lights.

The federal money will be added to local funds to meet total project costs. Airport Manager Norman Midboe was out of town Thursday and unavailable for comment.

The City Council Monday night called for bids for two

## City 6-21-73

(Continued from Page 1)

1,500 gallon fire-crash trucks, anticipating receipt of the federal grant. The council likely will take action soon on the other projects involving the airport and eligible for the federal assistance.

Without federal aid the airport faces loss of certification — and consequent loss of major airline service — because the city is already levying the maximum four mills for its support.

A new airport bill signed into law recently by President Nixon declares boarding taxes to be illegal, eliminating that possible source of additional funds.

Council approves sale of  
airport lots; 1 reserved

The city has agreed to sell all but one of the Airport Addition lots left in its control to Jacob Burckhard, 627 22nd Ave. S.

The City Council approved sale arrangements at its regular meeting Monday night for Lots K, D, J, E and F, Block 2,

Airport Addition. At the same time, the council rejected Burckhard's offer for Lot H — the site of the Grand Forks Police Department.

Burckhard who refused to describe his plans for the area, said he had made an offer on Lot H.

Presumably another offer might be made in the future, when arrangements are made for moving the police facilities.

The city is contemplating development of a law enforcement center downtown that would include the local police.

Burckhard has agreed to purchase Lots K and D for \$37,566.14 and lots J, E and F for \$63,281.79. The council's finance committee recommended Burckhard's offer over several others.

## Airport needs

LIKE GRAND FORKS, Bismarck is looking ahead to meeting the future needs for its airport. According to the Bismarck Tribune, a master plan for the next 19 years, which may cost more than \$22 million, is now being discussed in the capital city.

Fortunately for Bismarck, it is in better shape for the present traffic at its airport, at least insofar as passenger terminal facilities are concerned. But the long-range planners there are forecasting that by 1992 more than 575,000 passengers will be passing through the Bismarck terminal each year, compared with some 70,000 in 1971. So the master plan calls for adding additional modules to the terminal as they are needed to keep pace with the growing usage.

Grand Forks, on the other hand, has already reached almost a crisis situation with its smaller and less efficient terminal. It must almost immediately either build a new one or enlarge the present building.

This city's master plan calls for a completely new terminal (that would be one way to get rid of those doors!) at a cost of more than \$1.5 million. But city officials think that may be unattainable in time to meet the im-

mediate needs, and are looking at some sort of enlargement of the present building as an alternative.

Last year more than 128,000 passengers either boarded or deplaned commercial airliners here and the passenger traffic is increasing about 10 per cent per year. Anyone who has either flown in or out of Grand Forks International, or who has met someone who was doing so, knows how crowded the terminal is now. There is inadequate room for passengers, an inadequate restaurant and no cocktail lounge or gift shop, both of which would make the terminal a more pleasant place to wait for planes and baggage and would provide needed revenue for airport maintenance.

In addition to the steadily increasing passenger use of Grand Forks International, a big boom in air cargo and air mail is being forecast. We should be ready for it with adequate facilities for its handling.

It seems probable to us that a temporary addition to the present terminal is unavoidable, with eventual construction of an entirely new terminal. It might be more economical to build the new terminal now, but we can't wait until the money is available.

CIVIL SERVICE  
COMMISSION EXAMINATION  
for 6-29-73  
AIRPORT FIELD ATTENDANT for City of Grand Forks, N.D. Requires: HS grad or GED, valid ND driver's license, 6 month experience driving heavy equipment with hydraulic attachments. Private pilot's license or one year on aircraft line service reduces heavy equipment requirements to three mo. Starting salary \$670 per mo. plus benefits.  
PUBLIC WORKS HELPER for Street and Sanitation Department of city of Grand Forks, ND. Requires: HS grad or GED, valid ND driver's license. Starting salary \$546/mo. plus benefits. Application blanks and all details available from Personnel Office, Box 1518, Grand Forks, ND 58201. Examinations will be held Sat., July 7, 1973 at 8:00 AM in the Grand Forks Armory Auditorium, 615 1st Ave. N., Grand Forks, North Dakota.

CALL FOR BIDS  
AIRCRAFT FIRE FIGHTING  
RESCUE VEHICLES  
WATER/FOAM TYPE  
FOR GRAND FORKS  
INTERNATIONAL AIRPORT

Notice is hereby given that sealed bids will be received at the office of the City Auditor, City Hall, P.O. Box 1518, Grand Forks, North Dakota, 58201, up to 2:00 P.M., August 6, 1973. The bids will be opened at the regular City Council Meeting to be held at 7:30 P.M., August 6, 1973 for the following:

2 — New Aircraft Fire Fighting/Rescue Vehicles (Water/Foam Type) complete with equipment set forth in specifications. Forms for bidding and specifications may be obtained at the office of the City Auditor, City Hall, P.O. Box 1518, Grand Forks, North Dakota, 58201. All bids will require delivery of vehicle FOB Grand Forks International Airport, Grand Forks, North Dakota as set forth in specifications.

Availability of Funds for purchase of above equipment depends upon completion of arrangements with the Federal Aviation Administration to require their financial participation along with that of the Grand Forks City Council of the City of Grand Forks; the acceptance of bids and the award of any contract pursuant to this Bid Request will be conditioned upon the successful completion of those negotiations and the execution of a Grand Agreement; however, if for any reason Federal Funds are not made available to said City Council all bids will be rejected as hereinafter provided.

In submitting a bid it is understood that the right to reject any and all bids has been reserved by the Grand Forks City Council, and a bid may not be withdrawn for a period of six (6) months from the opening thereof; however, a contract may be awarded any time after a Federal Aviation Administration Grand Agreement is executed.

Done by order of the Grand Forks City Council this 18th day of June, 1973.  
R. L. LERUD  
City Auditor  
(July 5, 11, 18, 1973)

Airport  
funding  
accepted

The Grand Forks City Council met in special session for about five minutes Tuesday to accept a federal grant for an airport drainage project.

Airport Manager Norman Midboe said the project contract will now be let to the low bidder, George Haggart of Fargo, N.D., and that work should begin within a week or two.

The Federal Aviation Administration (FAA) grant for \$192,750 represents 75 per cent of the total project cost. The city will pay the remaining \$64,250.

The project involves about a mile of sewer drainage north of the airport, Midboe said.

Midboe told the council he expects FAA notification within about a month of final approval for another major airport assistance package. The project funding has already been set aside by federal sources, he said, pending the adoption locally of plans and specifications.

That project involves fire-crash equipment, a service equipment building and installation of security fencing and lighting. Total project cost has been set at \$394,700.

The FAA notice received last week of preliminary allocation of federal aid set the level of that aid at \$197,350, but Midboe said that figure represents only 50 per cent of total costs. The federal government, in an airport assistance bill signed recently by President Nixon, increased the level of such federal participation to 75 per cent.

Midboe said that when the grant offer for that project is made, the federal assistance will amount to almost \$312,000. That will include support for the fire-crash equipment at a level of 75 per cent.

Midboe said a third airport improvement project is also pending, but that no application for aid has been made yet to federal sources. An environmental impact analysis will also have to be made before that project can progress.

It involves roadway paving, drainage for the terminal area, development of a road, taxiway and apron in the area operated by the University of North Dakota, and purchase of land from a power cooperative.

Total cost for the project will be about \$57,250, Midboe said. The federal government will be asked to provide about \$43,000.

All three improvement projects have a combined cost of about \$709,000, with the federal government paying \$558,000.



7-17-73

## Terminal plans asked by group

Wells, Denbrook & Adams of Grand Forks will be asked to prepare preliminary sketches of a terminal building expansion project at the Grand Forks International Airport.

The City Council voted Monday night to commission the sketches to get a better idea of what the project involves before making further authorizations.

The council also approved plans and specifications and called for bids on security lighting and fencing at the airport, with awarding of a contract to be conditional on receipt of federal assistance.

## Airport equipment bids to be checked

8-7-73

By MICHAEL VADNIE

Several matters pertaining to improvement and expansion of the Grand Forks International Airport were handled by the Grand Forks City Council at its regularly scheduled meeting Monday night.

Four bids, one from England, one from California and two from Wisconsin, were opened by City Auditor Robert Lerud for aircraft firefighting-rescue equipment for the airport. The council sent the bids to Airport Manager Norman Midboe to enable him to examine and evaluate the bids.

Midboe said Tuesday that the Federal Aviation Agency (FAA) will also look at the bids. The FAA will participate in the purchase of the equipment, paying 82 per cent of the bill, he said. The grant notification has not been received yet, he added.

Two other bids requiring federal monetary grants which have not been received came before the council Monday and received the go ahead to call for bids when federal money is secured.

The first matter dealt with plans and specifications for a taxi-way, airport apron for UND Aviation Department usage, and a roadway and public access road east of the terminal building which is consistent with long range planning studies by airport consultants.

The second matter, pertaining to an airport service equipment complex, received the same council endorsement contingent on reception of federal monies.

The city council passed a measure discontinuing a gas discount for six operators at the Grand Forks airport. The discount was formerly five cents off per gallon for aviation gas purchased after 500 gallons had been purchased in a given month, Midboe said.

He explained, "There is a shortage of fuel supplies and the cost of aviation fuels has risen in the past three years. The airport feels that it could use the additional money."

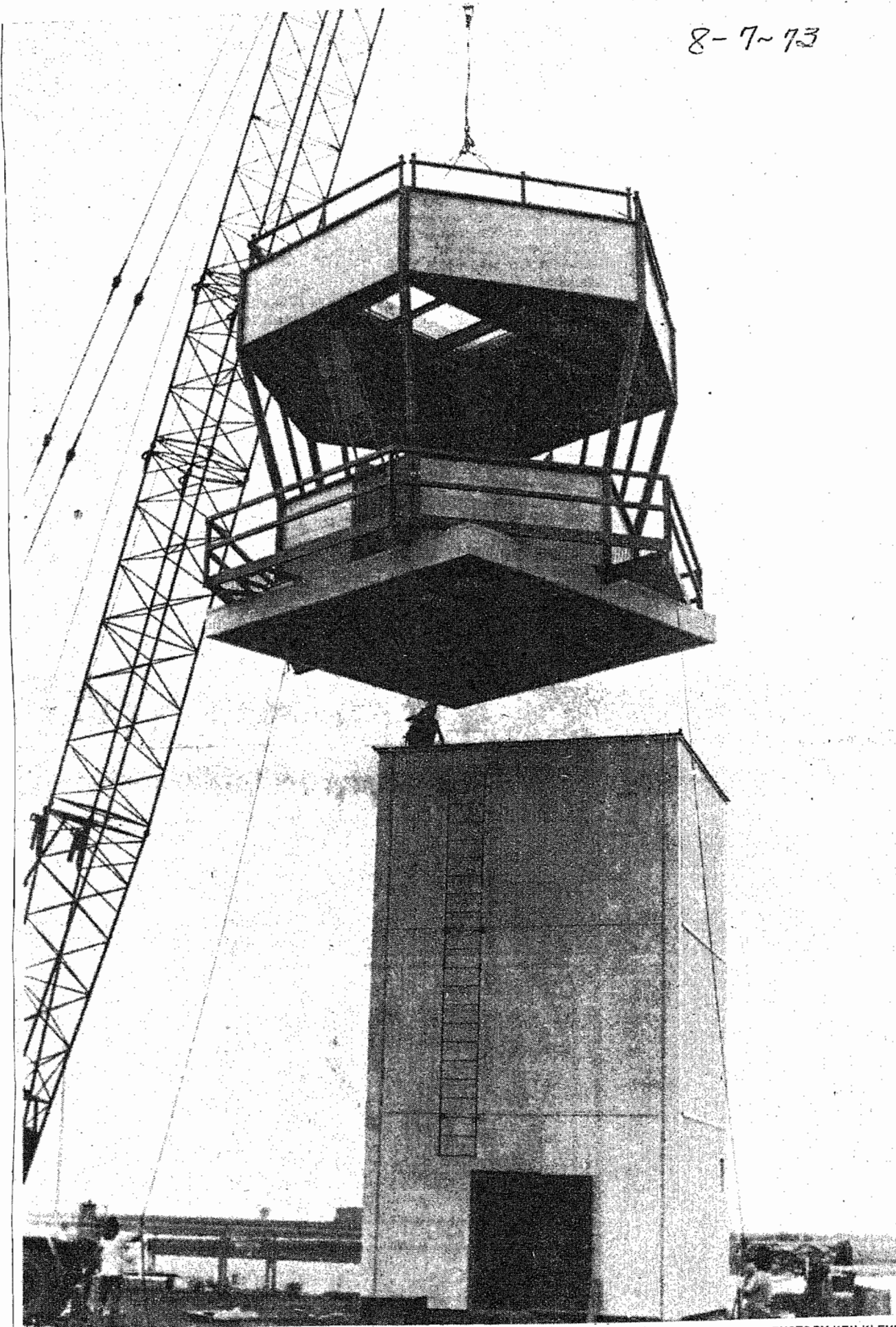
Midboe added that he did not think the federal price freeze was involved because the price will remain the same.

The city council authorized airport officials to offer a private landowner a price based on current land appraisal for 157 acres of land immediately adjacent to the airport. Midboe said the landowner had asked the airport to make such an offer and that "the land is needed for future expansion."

He stated that the council action only authorized the offer. The landowner must then accept the offer before the city would decide to purchase the land at the agreed price.

The airport was authorized to call for bids for the airport restaurant concession. The concession is currently leased by Jerry Batton, Grand Forks, according to Midboe. Batton's lease expires Sept. 1 and bids are scheduled to be opened Aug. 29.

Though in the past the bids have been for two-years, the current bid would be for a one-year lease with an option on the second year. This, Midboe explained, gives the airport more freedom to facilitate any additions or changes to the terminal building during the coming year or two.



'Easy does it'

New control cab was erected at airport Monday.

## Control tower cab erected into position

8-7-73

A new control tower cab was raised to the top of a three-story building Monday afternoon at the Grand Forks International Airport.

Martin Conklin, an employee in the Federal Aviation Agency maintenance division at the Grand Forks airport, said, "The new cab is bigger than the portable tower which had been in commission for quite some time."

He stated that the new tower cab, or top portion, would be commissioned by the FAA in the beginning of October. Conklin explained that the cab would house operation facilities necessary for air traffic control.

The next level down, he added, would contain the office of the tower chief. The second story of the brick foundation would house equipment such as receivers, recorders and other radio equipment. The ground level would be used for storage and miscellaneous purposes.

Before the new tower cab is fully commissioned, Conklin said, the FAA would perform flight checks and tune in equipment.

HERALD PHOTO BY KEN KLEVEN



# CALL FOR BIDS FOR RESTAURANT CONCESSION ON GRAND FORKS INTERNATIONAL AIRPORT

Notice is hereby given that sealed bids will be received by the undersigned until 2:00 o'clock P.M. on Friday, August 29, 1973, in the office of the City Auditor in the City Hall in the City of Grand Forks, North Dakota.

Each bid must be submitted on blanks furnished by the Airport Manager and must be accompanied by a certified check in the amount of \$50.00, payable to the City of Grand Forks as a guarantee that the bidder will enter into a contract as the Restaurant Operator in case contract is awarded, the \$50.00 check to be retained by the City as liquidated damages if successful bidder fails or refuses to enter into a contract when requested to do so, and/or if all the requirements as set forth in the contract documents are not fully complied with.

All bids must be submitted in a sealed envelope upon which there is typed or printed the following information: "Bid on Restaurant Concession, New Grand Forks International Airport and the name of the person or firm bidding."

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The successful bidder for the concession shall be required to put up a cash deposit and escrow agreement in the amount as stipulated in the restaurant operator requirements within ten days after notice of the acceptance of his bid. If such deposit and escrow agreement are not so furnished, the concession may be let to the next highest bidder, and if there is no other bidder, to some other party.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Copies of the contract documents may be seen or obtained at the office of the Airport Manager, Grand Forks International Airport, Grand Forks, North Dakota.

ROBERT LERUD  
City Auditor  
(SEAL)

(Aug. 10, 15, 22, 1973)

# LEGAL NOTICES

## 8-23-73 NOTICE TO CONTRACTORS CALL FOR CONSTRUCTION BIDS

Notice is hereby given that sealed bids will be received by the undersigned until 7:30 P.M. on September 17, 1973 at his office in the City Hall in the City of Grand Forks, North Dakota and then will be opened and presented to the members of the City Council at their adjourned meeting scheduled for said day at 7:30 o'clock P.M. that date, for furnishing all labor, materials, equipment, other facilities, and things necessary or incidental for construction of City's Fencing and Lighting Project No. 2219 to-wit:

Fencing and lighting in and around the Grand Forks International Airport, Grand Forks, North Dakota. (This work includes approx. 675 L.F. of Chain link fence, approx. 4700 L.F. of woven wire fence, and the installation of 2 Metallic Vapor Lamps.)

The schedule of minimum wages for skilled and unskilled labor as established by the Secretary of Labor and set forth in the General Provisions, are to govern on this subject.

Each bid must be submitted upon the basis of cash payment for the work, on blanks furnished by the City Engineer, and must be accompanied by an acceptable bidder's bond, running to the City of Grand Forks, in an amount of 5% of the bid executed by the bidder and a surety company authorized to do business in North Dakota and running to the City of Grand Forks, assuring that the bidder will enter into a contract for performance of the work if awarded to him.

All work shall be done according to the plans and specifications on file in the Office of the City Auditor, City Hall, Grand Forks, North Dakota.

All bids must be submitted in a bidding envelope that is securely sealed. The envelope shall be plainly marked to indicate its contents and shall show the following information:

1. The class of license held by the bidder;
2. The number of the bidder's license;
3. The name of the person, firm or corporation submitting the bid;
4. Date on which license was issued or renewed;
5. Project Title and District Number.

A bid submitted without this information on the envelope will not be considered.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within sixty (60) days after the date of opening the bids. The work shall be completed by November 15, 1973.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Award of contract will be contingent upon receipt of Federal Grant. General Federal Contract Labor and EEO Restrictions will apply to this project.

The proposed contract is under and subject to Executive Order 11246 of September 24, 1965, and to the Equal Opportunity Clause. The bidder (proposer) must supply all information required by the bid or proposal form.

A contractor having 50 or more employees who may be awarded a contract of \$50,000 or more and subcontractors having 50 or more employees who may be awarded a subcontract of \$50,000 or more will be required to maintain an affirmative action program, the standards for which are contained in the specifications.

Work shall be started within ten days after a date to be specified in a written order from the Sponsor and shall be fully completed within sixty (60) working days.

It is a condition of this contract and shall be made a condition of each subcontract entered into pursuant to this contract that the contractor and any subcontractor shall not require any laborer or mechanic employed in performance of the contract work in the surroundings or under working conditions which are unsanitary, hazardous or dangerous to his health or safety as determined under construction safety and health standards. Title 29 Code of Regulations part 1518, 36 FR 7340. Promulgated by the U.S. Secretary of Labor in accordance with Section 107 of the Contract work hours and Safety Standards Act, 82 Statute 96.

A Certification of Non-segregated Facilities must be submitted prior to the award of a Federally assisted construction contract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

Contractors receiving federally assisted construction contract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed \$10,000 and are not exempt from the provisions of the equal opportunity clause.

NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

## NOTICE TO PERSPECTIVE SUBCONTRACTORS OF REQUIREMENT FOR CERTIFICATION OF NON- SEGREGATED FACILITIES.

(a) A Certification of Non-segregated Facilities must be submitted prior to the award of a subcontract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

(b) Contractors receiving subcontract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed \$10,000 and are not exempt from the provisions of the equal opportunity clause.

NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001. Dated this 20th day of August, 1973. City of Grand Forks, North Dakota By DONALD O. TANGEN Deputy City Auditor (Aug. 23, 30, Sept. 6, and 13, 1973)

# 8-24-73 LEGAL NOTICES

## SECTION 100 - REQUEST FOR BIDS

Sealed bids for the construction of an addition to the Airport Service Equipment Building will be received by the City of Grand Forks, North Dakota until 7:30 o'clock P.M., C.D.S.T. on the 17th day of September, at the City Hall, after which time they will be opened and read publicly.

Bids will be received at that time on the following divisions of the work, separately as listed or combined at the bidder's option:

General Construction  
Plumbing, Heating and Ventilating  
Electrical

The Drawings and Specifications have been prepared by: Wells, Denbrook, Adams, Inc., Architects of Grand Forks, N.D., and Engineering Associates, P.C., Consulting Engineers of Grand Forks, N.D.

They are on file at the offices of the following:  
The Architects, the Dodge Plan Room, and SCAN in Minneapolis, The office of the City Auditor, Grand Forks, North Dakota; and the following Builders Exchanges: Minneapolis, St. Paul and Duluth, Minnesota; Williston and Minot, North Dakota; Rapid City, Sioux Falls, and Aberdeen, South Dakota.

Each bid must be accompanied by a Bidder's Bond in a sum equal to five per cent of the full amount of the bid, executed by the bidder as principal and by a Surety Company authorized to do business in this State, conditioned that if the principal's bid be accepted and the contract awarded to him, he, within ten days after notice of award, will execute and effect a contract in accordance with the terms of his bid and a Contractor's Bond as required by law and the regulations and determinations of the Board of Public Works.

All bidders must be licensed for the highest amount of their bids, as provided by Section 43-07-05; and no bid will be read or considered which does not fully comply with the above requirements as to bonds and licenses, and any bid deficient in these respects submitted will be ressealed and returned to the bidder immediately.

The work under the Base Bid shall be substantially completed by May 1, 1974.

A deposit is required for use of the plans and specifications.

The Owner reserves the right to hold all bids for a period of thirty days after the date fixed for the opening thereof, and to reject any and all bids, and to waive any other formalities or irregularities.

The successful bidder will be required to comply with all applicable Federal labor laws, including the minimum wage rate decision of the U.S. Department of Labor.

The proposed contract is under and subject to Executive Order 11246 of September 24, 1965, and to the Equal Opportunity Clause.

The bidder must supply all the information required by the bid or proposal form.

It is a condition of this contract, and shall be made a condition of each subcontract entered into pursuant to this contract, that the contractor and any subcontractor shall not require any laborer or mechanic employed in performance of the contract to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to his health or safety, as determined under construction safety and health standards. (Title 29 Code of Federal Regulations, Part 1518 (36 F.R. 7340) promulgated by the United States Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act, (82 Stat. 96).)

A contractor having 50 or more employees who may be awarded a contract of \$50,000 or more and subcontractors having 50 or more employees and who may be awarded a subcontract of \$50,000 or more will be required to maintain an affirmative action program, the standards for which are contained in the advertised specifications (41 CFR 60-1.40).

A Certification of Nonsegregated Facilities must be submitted prior to the award of a federally assisted construction contract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

Contractors receiving federally assisted construction contract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed \$10,000 and are not exempt from the provisions of the equal opportunity clause. NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

## NOTICE TO PERSPECTIVE SUBCONTRACTORS OF REQUIREMENT FOR CERTIFICATION OF NON- SEGREGATED FACILITIES.

A Certification of Nonsegregated Facilities must be submitted prior to the award of a subcontract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

Contractors receiving subcontract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed \$10,000 and are not exempt from the provisions of the equal opportunity clause. NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

R. L. LERUD  
City Auditor  
City of Grand Forks  
Grand Forks,  
NORTH Dakota 58201  
(August 24, 31, Sept. 7, 1973)

# City airport, University to get grants

Sen. Milton R. Young was informed Tuesday of grants to the Grand Forks International Airport and to the University of North Dakota Medical School.

The Federal Aviation Administration has granted \$42,388 to the airport to acquire land for development and construction of a taxiway service road and installation of a storm sewer.

The medical school will receive a second allocation of federal capitation contributions of \$11,422, bringing the total to date for the 1973-74 academic year to \$57,775. It also will receive a second allocation for its scholarship program of \$48, bringing the total for the academic year to \$12,366.

In other action Monday night, the council: 9-19-73

— Agreed to enter into a month-to-month lease with its present client for the airport restaurant, until a new permanent client can be found;

— Agreed to buy 157 acres adjacent to and east of the present airport access road for \$18,800, from Nodak Rural Electric Cooperative, contingent upon 75 per cent funding from the Federal Aviation Administration;

— Agreed to accept \$5,500 offered by the University of North Dakota toward development of airport facilities, if pavement of an access road to UND property is included in the project.

# Airport aid here approved

Federal aid of more than \$340,000 to the Grand Forks International Airport has been approved by the Federal Aviation Administration, according to airport manager Norman Midboe.

Most of the projects to be paid for by the grants and matching local funds have been authorized by the City Council, and contracts may be awarded at Monday's council meeting.

Projects included are purchase of land from Nodak Rural Electric Cooperative, purchase of fire-crash-rescue equipment, fencing and lighting, drainage and paving and construction of an addition to the Service Equipment Building.

The federal grants total \$341,181.93, Midboe said, and will be matched by \$93,215.07 from airport revenues, funds from the four mill levy and sale of airport lands. Added local funds not matched by FAA sources total \$28,072.

Addition of the fire-crash-rescue equipment, which includes two 1,500-gallon trucks and a light rescue vehicle, was made necessary by new federal safety requirements. The service building must be expanded to store the new equipment.

# NOTICE TO CONTRACTORS CALL FOR CONSTRUCTION BIDS

Notice is hereby given that sealed bids will be received by the undersigned until 7:30 P.M. on Monday, October 1, 1973, at his office in the City Hall in the City of Grand Forks, North Dakota and then will be opened and presented to the members of the City Council at their regular meeting scheduled for said day at 7:30 o'clock P.M. that date, for furnishing all labor, materials, equipment, other facilities, and things necessary or incidental for construction of City's Paving and Storm Sewer Projects 2241 & 2242 to-wit:

Project 2241: Pavement and storm sewer at the new airport from the existing roadway to the east end of the University of North Dakota Hanger. (This work includes approximately 650 square yards of 6 inch concrete pavement, approximately 235 feet of 21" RCP and 150 feet of 18" RCP.)

Project 2242: Pavement at the new airport from the east end of the University of North Dakota Hanger, east approximately 200 feet; Part 1: starts 37 feet north of the University of North Dakota Hanger. (This work includes: Part 1: approximately 1100 square yards of 7 inch concrete pavement, Part 2: approximately 400 square yards of 6 inch concrete.)

The schedule of minimum wages for skilled and unskilled labor as established by the Secretary of Labor and set forth in the General Provisions, are to govern on this subject.

Each bid must be submitted upon the basis of cash payment for the work, on blanks furnished by the City Engineer, and must be accompanied by an acceptable bidder's bond, running to the City of Grand Forks, in an amount of 5% of the bid executed by the bidder and a surety company authorized to do business in North Dakota and running to the City of Grand Forks, assuring that the bidder will enter into a contract for performance of the work if awarded to him.

All work shall be done according to the plans and specifications on file in the Office of the City Auditor, City Hall, Grand Forks, North Dakota.

All bids must be submitted in a bidding envelope that is securely sealed. The envelope shall be plainly marked to indicate its contents and shall show the following information:

1. The class of license held by the bidder;
2. The number of the bidder's license;
3. The name of the person, firm or corporation submitting the bid;
4. Date on which license was issued or renewed;
5. Project Title and District Number.

A bid submitted without this information on the envelope will not be considered.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The work shall be completed by July 1, 1974.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Award of contract will be contingent upon receipt of Federal Grant. General Federal Contract Labor and EEO Restrictions will apply to this project.

The proposed contract is under and subject to Executive Order 11246 of September 24, 1965, and to the equal Opportunity Clause. The bidder (proposer) must supply all information required by the bid or proposal form.

A contractor having 50 or more employees who may be awarded a contract of \$50,000 or more and subcontractors having 50 or more employees who may be awarded a subcontract of \$50,000 or more will be required to maintain an affirmative action program, the standards for which are contained in the specifications.

Work shall be started within ten days after a date to be specified in a written order from the Sponsor and shall be fully completed within sixty (60) working days. It is a condition of this contract and shall be made a condition of each subcontract entered into pursuant to this contract that the contractor and any subcontractor shall not require any laborer or mechanic employed in performance of the contract work in the surroundings or under working conditions which are unsanitary, hazardous or dangerous to his health or safety as determined under construction safety and health standards. Title 29 Code of Regulations part 1518, 36 FR 7340. Promulgated by the U.S. Secretary of Labor in accordance with Section 107 of the Contract work hours and Safety Standards Act 82 Statute 96.

A Certification of Non-segregated Facilities must be submitted prior to the award of a Federally assisted construction contract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

Contractors receiving federally assisted construction contract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed \$10,000 and are not exempt from the provisions of the equal opportunity clause. NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

## NOTICE TO PERSPECTIVE SUBCONTRACTORS OF REQUIRE- MENT FOR CERTIFICATION OF NON-SEGREGATED FACILITIES.

(a) Certification of Non-segregated Facilities must be submitted prior to the award of a subcontract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

(b) Contractors receiving subcontract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed \$10,000 and are not exempt from the provisions of the equal opportunity clause. NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

Dated this 5th day of September, 1973. City of Grand Forks, North Dakota R. L. LERUD, City Auditor (SEAL)

(September 8, 15 and 22, 1973)

# AGENDA CITY COUNCIL MEETING MONDAY, OCTOBER 1, 1973 7:30 P.M.

- 1 ROLL CALL;
- 2 READING AND APPROVAL OF MINUTES: September 17, 1973.
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES AND COMMUNICATIONS:
- 3-1 Bids on pumper fire apparatus.
- 3-2 Bids on Paving and Storm Sewer Projects Nos. 2241 and 2242 at Airport.
- 3-3 Bids on Project No. 2162, force main on Fenton Ave.
- 3-4 Public hearing on petition to vacate easement in University Heights Addn. and University Heights 2nd Addn.
- 3-5 Public hearing on Medvue Concept Development Plan.
- 3-6 Communication from City of East Grand Forks re. easement for recreational trail.
- 3-7 Petition for removal of "no parking" signs on west side of Almonte Ave. in the 800, 900, 1000 and 1100 blocks.
- 3-8 Petition to vacate and open street by Village Developers (42nd Place, 5th Ave. N. & 6th Ave. N).
- 3-9 Communications from toxicab operators re. fares.
- 3-10 Request for "no parking" signs on west side of N. 16th St. between University Ave. and 2nd Ave. N. by Andrew Lemieux.
- 3-11 Matter of proposal for sign for airport.
- 3-12 Request by Gwendolyn E. Fitzpatrick for permit for a street sale.
- 3-13 Communications from Planning & Zoning Commission:
  - a. Recommendation re. planning and design of sewer force main and lift station to serve proposed new development west of English Coulee.
  - b. Matter of annexation by resolution of Bronson Tract.
- 3-14 Matter of making application for additional grant funds under Federal Water Pollution Control Act.
- 3-15 Various bonds and insurance policies.
- 4 REPORTS OF OFFICERS:
- 4-1 Various reports.
- 6 REPORTS OF STANDING COMMITTEES:
- 6-1 Matter of Federal Grant on FAA Proj. No. 8-38-0022-02, various projects at airport.
- 6-2 Matter of award of contract to purchase 500 lb. chemical light-rescue vehicle at airport.
- 6-3 Matter of award of contract to purchase 2 1500 gal. fire/crash vehicles at airport.
- 6-4 Matter of award of contract on fencing and lighting project at airport.
- 6-5 Matter of award of contract for construction of addition to airport service equipment building.
- 6-6 Matter of lease for new restaurant operator at airport.



## Airport 10-2-73 contracts awarded

Fugleberg Contracting Inc., East Grand Forks, was awarded the general construction contract Monday night on the Grand Forks International Airport's service equipment building addition.

The City Council awarded several other contracts, after voting to accept a Federal Aviation Administration grant of \$341,181.93.

Fugleberg was low with a bid of \$98,511. Luneth Plumbing and Heating, Grand Forks, won the mechanical contract for \$29,900. Sharp Electric Inc., Grand Forks, was awarded the electrical contract for \$15,800.

Wells, Denbrook & Adams, Grand Forks, is the project architect.

Oshkosh Truck Corporation, Oshkosh, Wis., will supply the airport with two 1,500 gallon fire-crash vehicles for \$202,680.71, and the Y W Corporation, Burbank, Calif., was low bidder on a rescue vehicle at \$13,890.

Century Fence Co., St. Paul, will construct security fencing and lighting for \$15,431.53.

**16** GRAND FORKS HERALD  
October 2, 1973  
Delivered On Rural Routes October 3

## Air terminal expansion 12-13-73 proposed to committee

By CHUCK HAGA

Tentative plans for expansion of the Grand Forks International Airport terminal building were outlined Wednesday to members of the Chamber of Commerce airport committee.

City officers asked the businessmen for their reactions to the \$350,000, "stop-gap" proposal, which is designed to meet local airport needs for the next decade.

"This certainly isn't the deal," said Robert Simons, director of city administration. "But it'll take the pressure off for now."

The city officials indicated they believe an entire new airport may be necessary within 10 years. An airport consulting firm two years ago recommended construction now of a new facility, at a total cost of \$16 million.

"We definitely haven't given up the concept of a new airport," Mayor C. P. O'Neill told the chamber group. "This is a stop-gap affair, to such time as we're ready to go" to a wholly new facility.

Architect Gary Johnson drew designs for an "ultimate" expansion of the existing terminal, then took steps backward to allow for staged development. But at least those people at Wednesday's meeting have little doubt that a new air station project is almost inevitable.

"We're just marking time atime for 10 years," Alderman H. H. Herberger said. "Then we'll have to build a new terminal."

Johnson's plans for a "first stage" expansion of the present building would about double its square footage, according to Norm Midboe, airport manager.

Added elements would be a large baggage claim area, a new restaurant and kitchen, a lounge and a gift shop. New, automatic doors would be installed, he said, and congestion within the terminal would be reduced by changes in traffic flow.

The city hopes to complete its

**18** GRAND FORKS HERALD  
Thursday, December 13, 1973  
Delivered On Rural Routes December 14

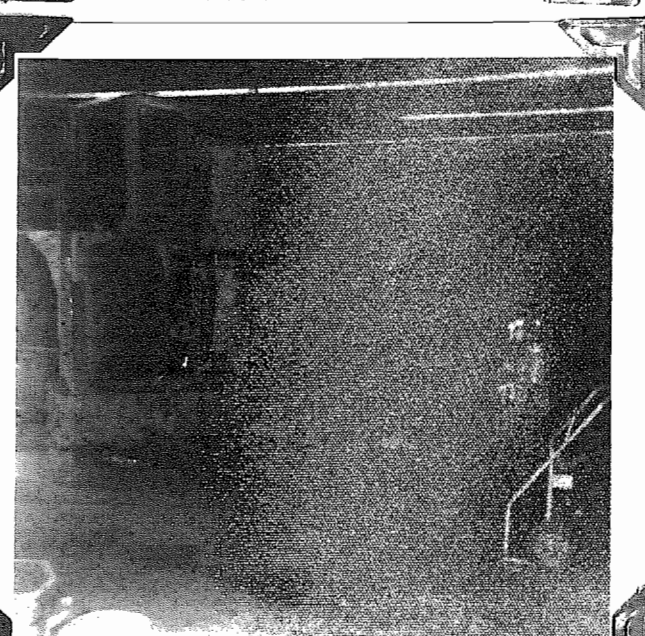
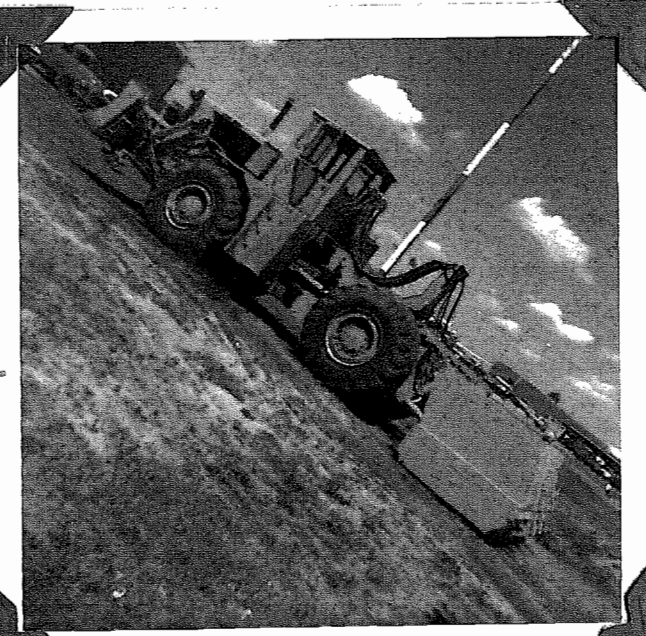
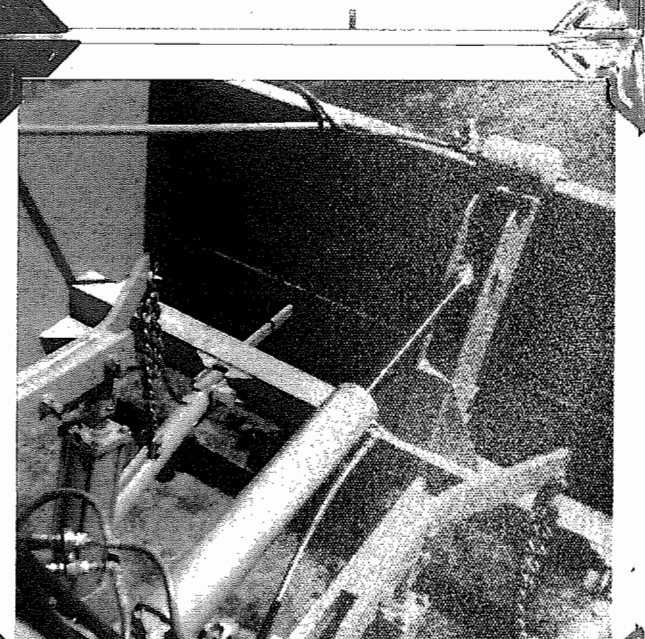
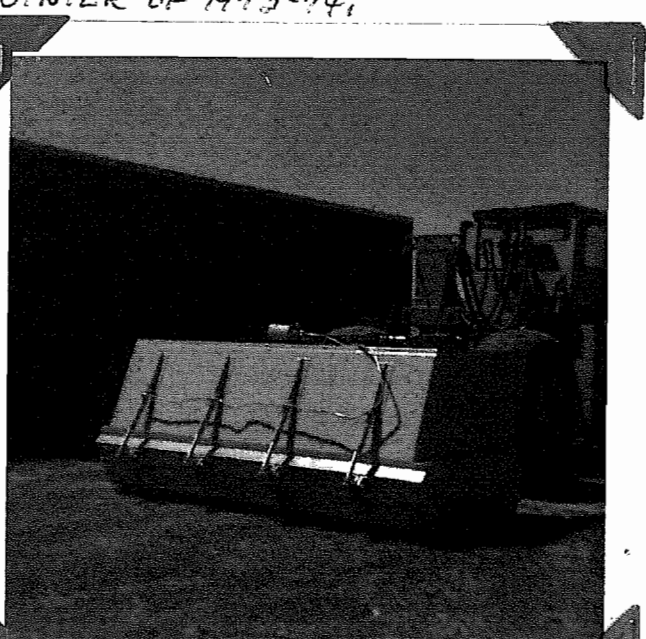
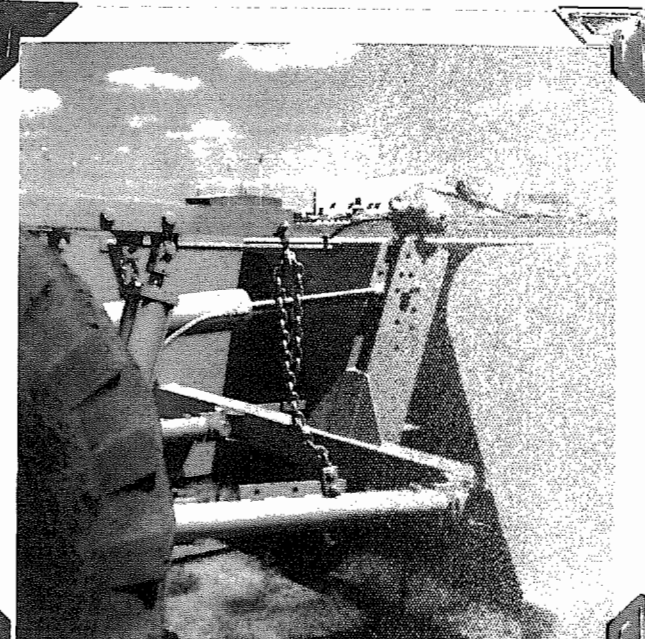
plans and win general approval for them in order to start construction next spring, Simons said. The project likely would be completed by the fall of 1974.

Little discussion has been directed toward a finance package for the project, Simons said, though the two airlines operating here — Northwest Orient and North Central — have indicated they'd participate.

The new permanent Federal Aviation Administration control tower should be completed and ready for operations "soon after the first of the year," Midboe said, after the meeting.

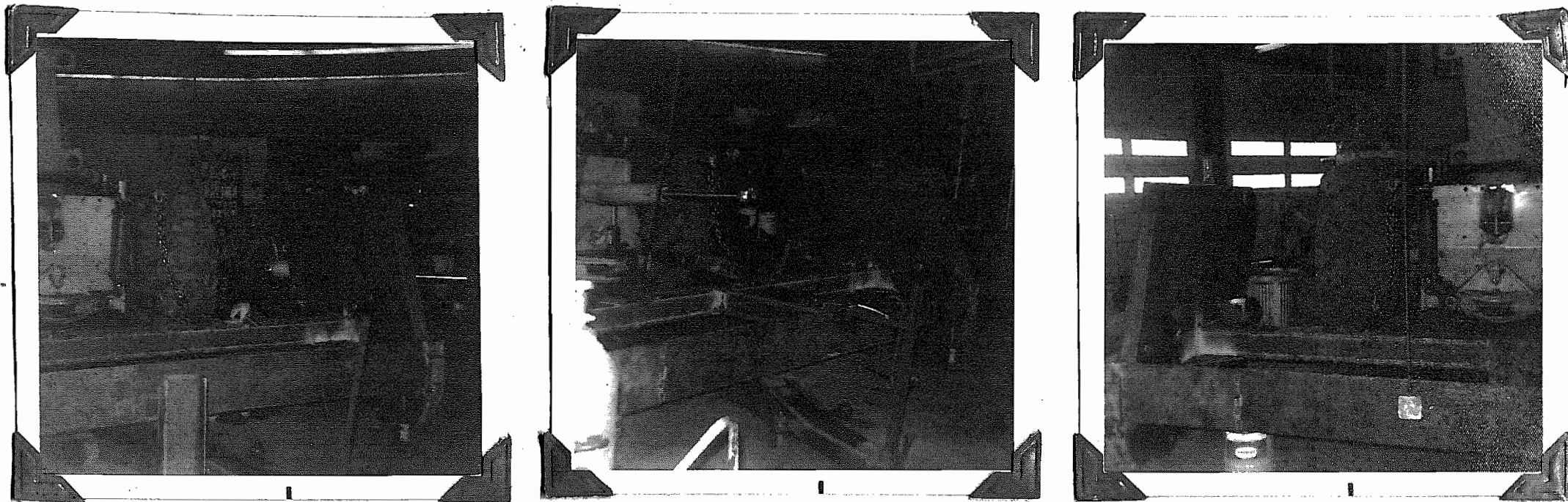
He indicated work on the project is being wrapped up now. The tower will replace a temporary tower put into operation here two years ago, and increase safety capabilities of the airport.

PICTURES SHOWN HERE ARE OF THE SURPLUS 50,000 LB. CLARK TRACTOR DOZER WHICH TOM BRETON & DONALD BLECHA OVERHAULED & BUILT A CAB ON IT IN 1972 AND ON WHICH THEY MANUFACTURED A REAR MOUNTED SNOW BUCKET TERRACER AND INSTALLED IT IN SUMMER OF 1973. IT WORKED OUT FINE AND HAULED A LOT OF SNOW IN WINTER OF 1973-74.





18



STAGES IN MANUFACTURE OF SNOW BUCKET TERRACER FOR CLARK TRACTOR.



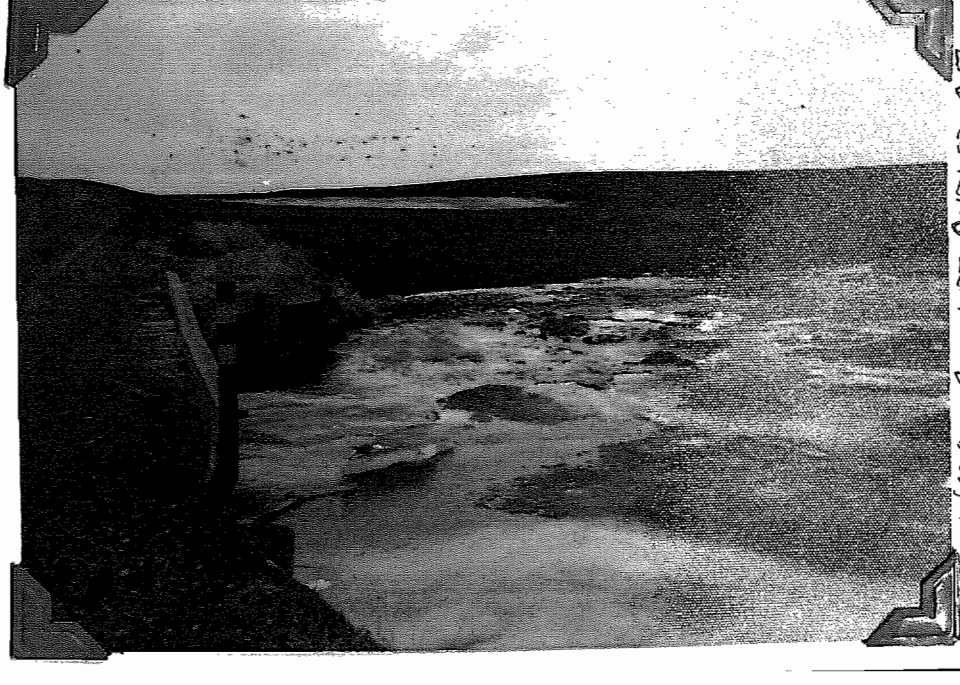
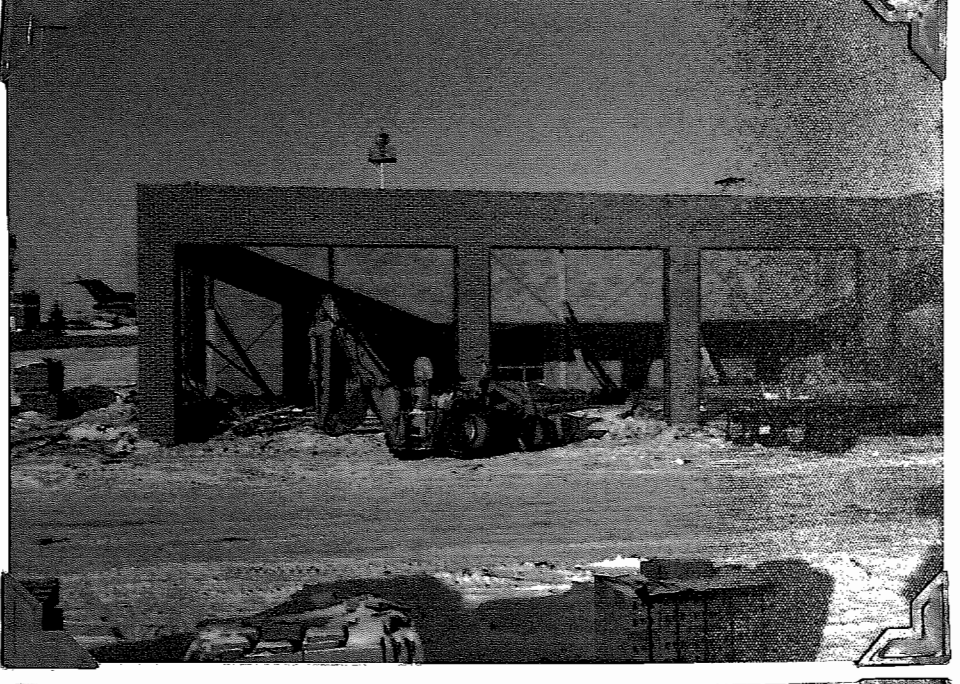
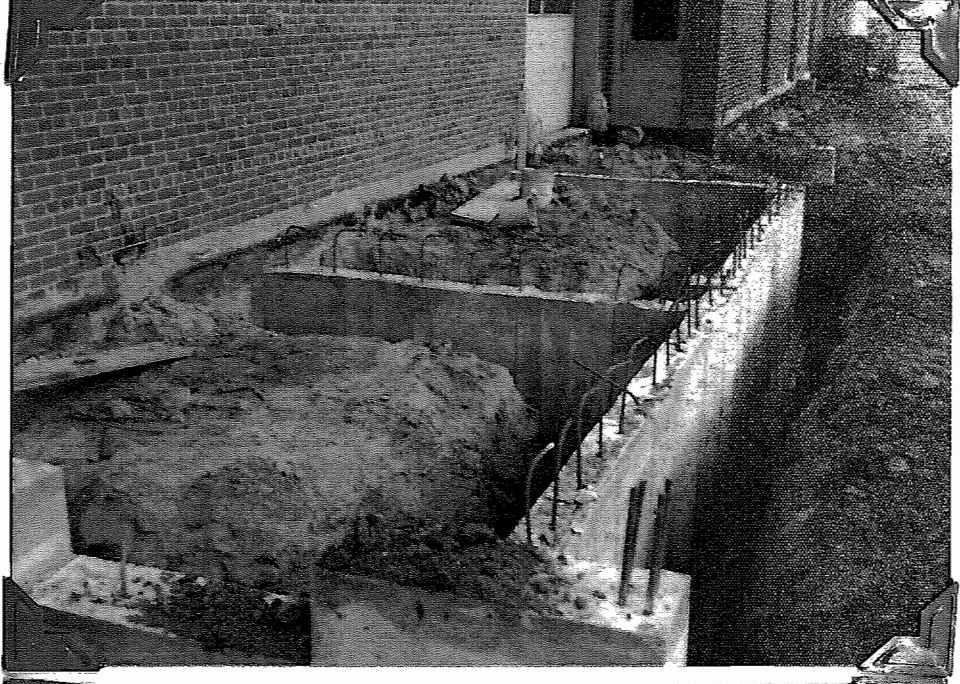
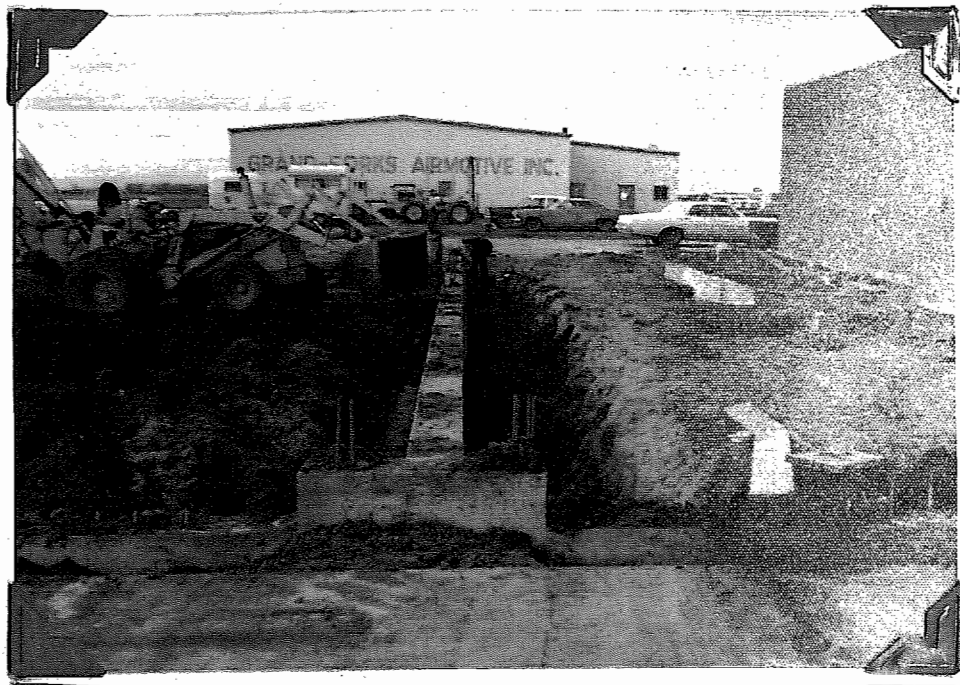
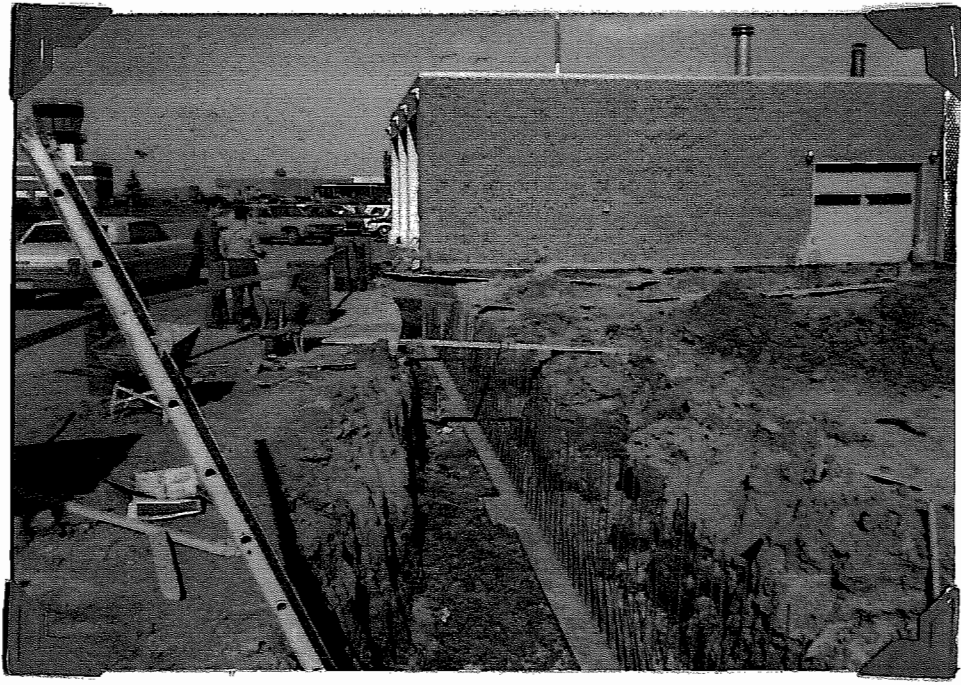
PICTURES SHOWING EXTERNAL COMPLETION OF AIRPORT TRAFFIC CONTROL TOWER IN LATE FALL-1973.



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AIRPORT SERVICE EQUIPMENT BUILDING IN OCTOBER-1973.

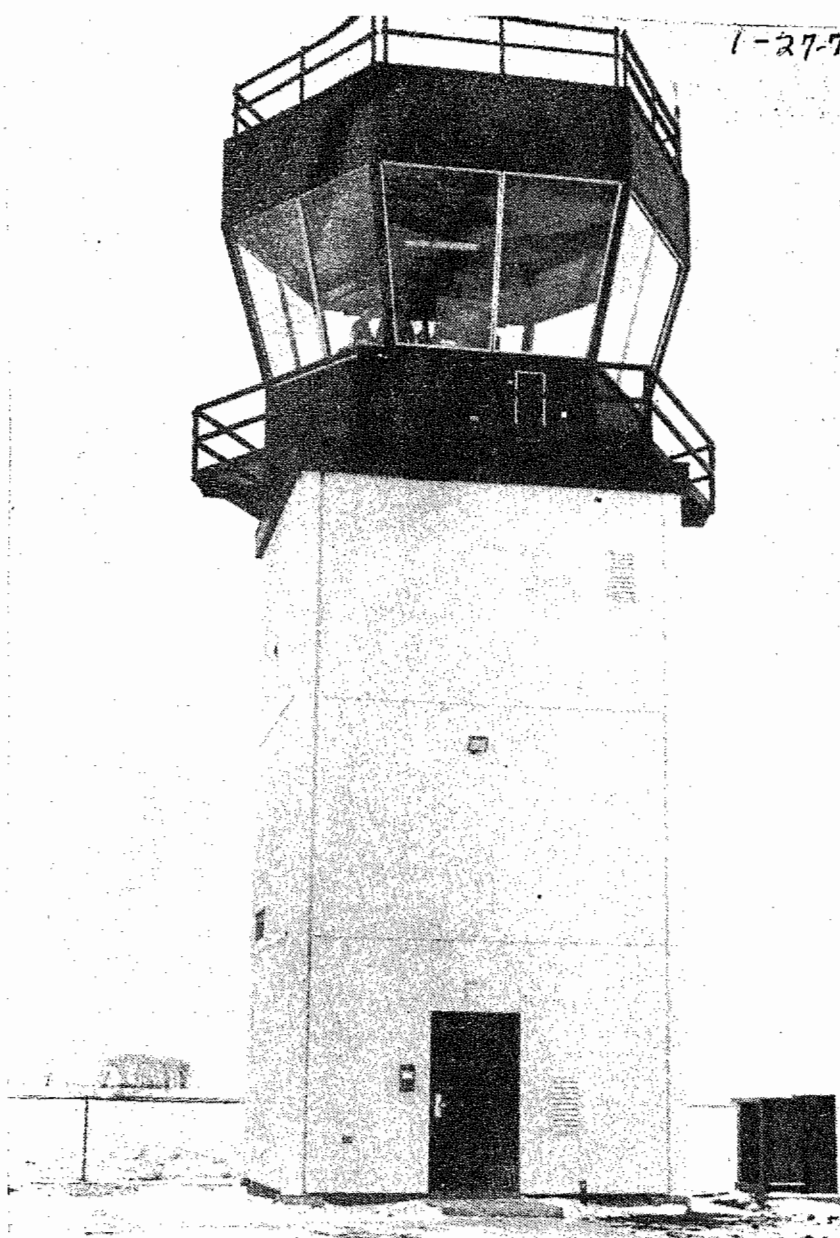




STAGED CONSTRUCTION OF ADDITION TO SERVICE EQUIPMENT BUILDING DURING FALL & WINTER 1973-74.

SALT WATER COULEE OUTLET OF  
MILL LONG UNDERGROUND  
DRAINAGE DITCH CONSTRUCTED IN 1973.





## New tower commissioned

The new Grand Forks control tower at the airport has been commissioned. The tower was designed by Hunt Construction Company of El Paso, Texas, and is one of about 50 of this type constructed across the nation. Work on the three story tower began May 1, 1973, and it cost \$175,000 to construct.



## 5 controllers man tower

The control tower is manned by a crew of five controllers plus the tower chief. Staffers are Robert Burke, chief, and Richard Alkove, Michael Dahl, Lee Graf, David Peterson and Royal Springer, controllers. The tower is the hub of airport traffic. It controls all air traffic within five miles of the airport and up to 3,000 feet above the surface.

## Airport facility plans advancing

By CHUCK HAGA

Major equipment and facility improvements are to be completed in 1974 at the Grand Forks International Airport, and planning continues on possible expansion this year of the air terminal building.

"We still have hopes we'll get it going this summer and have it completed by fall," airport manager Norm Midboe said of the expansion, a \$350,000 "stop-gap" plan to provide for airport needs for a decade.

"It depends upon financing," he said. "We haven't worked out a plan yet."

The financing package depends to a degree on how much the airlines are willing to help, according to city officials. Ten-year leases with Northwest Orient and North Central Airlines expire next month, and Midboe said the costs of expansion will figure in renewal negotiations.

Airline officials have participated in design meetings, and proposed an expanded baggage claims area. Other features of the expansion would be a new restaurant and kitchen, a lounge and gift shop and improved passenger traffic flow.

An airport consulting firm recommended two years ago that the city build a new airport, at an estimated cost of \$16 million, and city officials admit a new facility may be necessary within 10 years. The current expansion proposal "certainly isn't the ideal," one said recently, "but it'll take the pressure off for now."

The Federal Aviation Administration expects to put its new, \$100,000 control tower into operation this week, according to Paul Bossoletti, chief of maintenance here for the FAA.

The new tower will replace the temporary facility established two years ago by the city, and will increase operators' visibility, Midboe said. It is equipped with the latest radio equipment, he added.

Many other federally-aided improvements were authorized and started in 1973, and should be finished this year:

—A storm drainage system costing almost a quarter of a million dollars is almost completed, according to Midboe, and a paving and drainage project for the new general aviation area east of the terminal should be done in June.

—Security fencing, lighting and signing that will bring the airport into compliance with federal security regulations also should be finished by June.

—A large addition to the service equipment building has been started and should be ready for use by May, according to Midboe. The building will house maintenance and fire-rescue equipment necessary for meeting FAA airport certification requirements.

—Fire-crash rescue vehicles costing more than \$216,000, and also needed for certification, are to be delivered to the airport this year, Midboe said. Extra personnel for operating the new equipment also will be required.

Federal participation in project costs ranges from 75 to 82 per cent, Midboe said.

## New leases for airport are okayed

The City Council approved new leases Monday night for airline facilities at the Grand Forks International Airport.

The 10-year leases are with Northwest Orient and North Central Airlines. Rentals and fees are to be renegotiable after three, six and nine years.

In the new agreement, landing fees are to be increased from 12 cents to 15 cents per thousand pounds. The rental rate for terminal building space will go from \$4.75 per square foot to \$5.50, and the rental rate for equipment storage will increase from \$1.50 to \$2.50.

After a planned addition and remodeling project, the airlines agree to establish a rental rate for those improvements based upon actual costs.

The council also extended for five years the airmail taxi lease of Grand Forks Airmotive Inc., which is to pay a ground rental of \$1,000 per year. The company also is to purchase its fuel from the airport, in lieu of paying landing fees and other charges.

The airlines' and air taxi's leases are effective Feb. 1.



## Checking new equipment

The tower also contains equipment rooms to house both radio and telephone equipment. Shown with some of the new equipment is Bob Burke, tower chief. The tower does not have radar which is handled by the Air Force at the Grand Forks Air Force Base. University of North Dakota students participate in tower staffing. It is part of UND's curriculum, the only college in the nation which offers such a program.



## New control tower

A view from the new Federal Aviation Administration flight control tower at the Grand Forks International Airport includes an airliner and the temporary tower used the past two years. The new facility is expected to be operational this week, according to the FAA.



## Terminal expansion approved

Plans and specifications for the improvement project at the Grand Forks International Airport terminal were approved Monday night by the city council.

The "stop-gap" expansion project would provide more baggage area, a new restaurant and kitchen, a lounge and gift shop. Structural changes also would improve passenger traffic flow, according to architects Wells, Denbrook & Adams.

An airport consulting firm recommended two years ago that the city build a new airport, at an estimated cost then of \$16 million. City officials admit a new airport may be necessary within 10 years, but that the smaller expansion project will take the pressure off for now.

The council Monday night also called for bids on the expansion work, and scheduled the bid opening for 4 p.m. April 18.

In other airport-related actions, the council asked city officials to make application to the North Dakota Aeronautics Commission for possible state assistance on construction projects, and agreed to use excess city utility poles to improve lighting along the road from U.S. 2 to the airport.

Engineering Associates Inc., Grand Forks, will be retained as consultant by the City of Grand Forks in conjunction with its acquisition of an emergency engine generator for the airport.

### LEGAL NOTICES

#### SECTION 100 - REQUEST FOR BIDS

Sealed bids for the expansion and remodeling of the Airport Terminal Building will be received by the City of Grand Forks, North Dakota, until 4:00 o'clock P.M., C.D.S.T., on the 18th day of April, 1974, at the City Hall, after which time they will be opened and read publicly.

Bids will be received at that time on the following divisions of the work, separately as listed or combined at the bidder's option: General Construction; Plumbing; Heating and Temperature Control; Air Distribution; Electrical.

The Drawings and Specifications have been prepared by Wells, Denbrook & Adams, Inc., Architects of Grand Forks, ND; Engineering Associates, P.C., of Grand Forks, ND.

They are on file at the offices of the following: The Architects, the Dodge Plan Room and SCAN in Minneapolis, the Office of the City Auditor, Grand Forks, ND; and the following Builders Exchanges: Minneapolis, St. Paul and Duluth, Minnesota; Grand Forks, Fargo, Bismarck, Devils Lake, Dickinson, Williston and Minot, North Dakota; and Rapid City, Sioux Falls and Aberdeen, South Dakota.

Each bid must be accompanied by a Bidders Bond in a sum equal to five percent of the full amount of the bid, executed by the bidder as principal and by a Surety Company authorized to do business in this State, conditioned that if the principal's bid be accepted and the contract awarded to him, he, within ten days after notice of award, will execute and effect a contract in accordance with the terms of his bid and a Contractor's Bond as required by law and the regulations and determinations of the Board.

All bidders must be licensed for the highest amount of their bids, as provided by Section 43-07-05; and no bid will be read or considered which does not fully comply with the above provisions as to bond and licenses, and any bid deficient in these respects submitted will be rescaled and returned to the bidder immediately.

The Owner reserves the right to hold all bids for a period of thirty days after the date fixed for the opening thereof, and to reject any and all bids, and to waive any other formalities or irregularities.

By: R. L. LERUD,  
City Auditor  
City of Grand Forks  
Grand Forks, N. Dak. 58201  
Airport Terminal Expansion  
Section 100, page 1  
(Mar. 28, Apr. 4, 11, 1974)

# Grand Forks Herald

Second Section

Tuesday, April 9, 1974

Page 13

## Airport bid letting slated

Bids will be opened by the Grand Forks City Council April 18 on the terminal expansion and remodeling project at the Grand Forks International Airport.

The project is expected to be completed late this year, and city officials hope the improvements will handle airport needs for the coming decade or so.

A 24-foot addition to the present terminal's southern portion will provide space for a new restaurant and kitchen, according to Gary Johnson, project architect. The existing restaurant and kitchen will be remodeled as a gift shop and bar.

A 48-foot addition to the building's northern end will improve customs and

baggage facilities, and a large "holding area" for departing passengers will project onto the apron. Those changes will improve passenger traffic flow through the terminal building, according to designers.

Other improvements in the project include installation of automatic entrance doors, removing of the existing gate as an observation area, and installation of game and vending areas, new ticket counters, new rental agency counters and freight weighing and loading areas.

Plans and specifications for the project were approved by the council March 18. The bids will be opened and tabulated at 4 p.m. April 18.

## Terminal expansion bids OK'd

Peterson Construction Co., Grand Forks, was awarded the general construction contract Monday night for the airport terminal building expansion project.

The City Council took several alternates to get Peterson's bid down to \$282,297. That company had submitted the low base bid of \$288,788.

G M Electric, Grand Forks, received the electrical contract, for \$44,972. It also had been low bidder with a base bid of \$51,372.

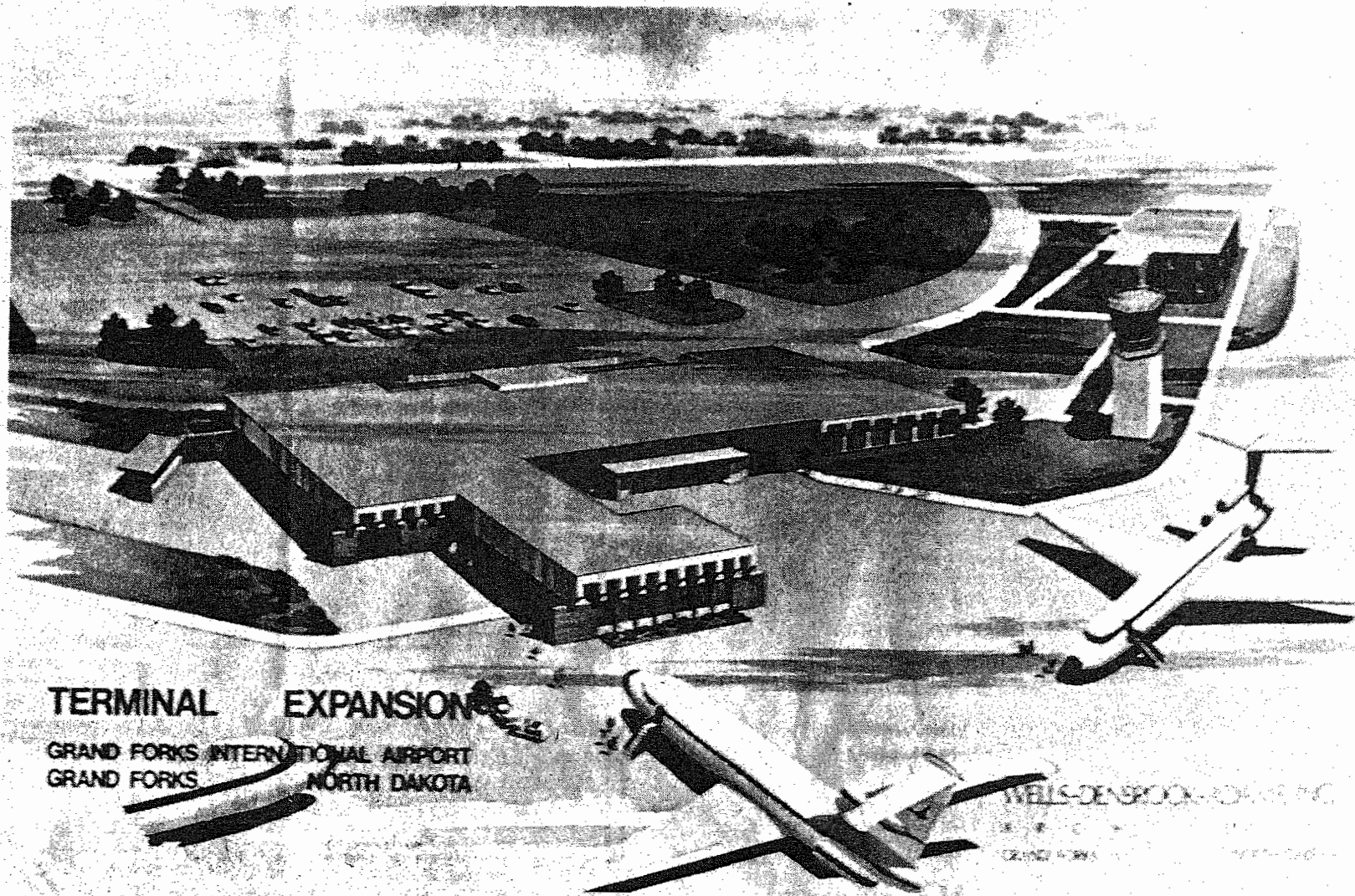
Luneth Plumbing and Heating, Grand Forks, won the plumbing, heating and temperature control contract, with a base bid of \$44,500. City Air of Aberdeen, S.D., received the air distribution contract, for \$35,889.

The total of all bids awarded was \$407,658. The city took deductions on several alternates because the low bids were about \$50,000 over estimates.

The expansion project should be completed this year, according to city authorities. It is expected to handle the city's air traffic needs for about a decade, when a new terminal may be necessary.

Dakota Food Equipment Co., Fargo, N.D., was awarded the contract for equipment for the new kitchen and lounge to be included in the terminal expansion, for \$29,550.

Forks International Airport.



Architect's drawing of the arrival and departure area at the Grand Forks International Airport.



# City finds ai

Bids for expansion of the Grand Forks International Airport terminal building are somewhat higher than city officials had expected.

The bids were opened at City Hall Thursday afternoon. Mayor C. P. O'Neill indicated contracts may be awarded at a council meeting Monday night.

Two bidders for the general contract appeared to be very close, and awarding of that contract may hinge on which of 11 alternates the city elects to include.

Peterson Construction of Grand Forks was low bidder on the general contract base bid, at \$288,788. Next was Witcher Construction of Fargo, N.D., with a base bid of \$300,700.

Witcher's bid included several large deductions for alternates, however.

Fugleberg Construction of East Grand Forks had a base general contract bid of \$305,075, followed by Everson Construction, Grand Forks, \$348,442, and Apollo Construction, Fargo, \$368,413.

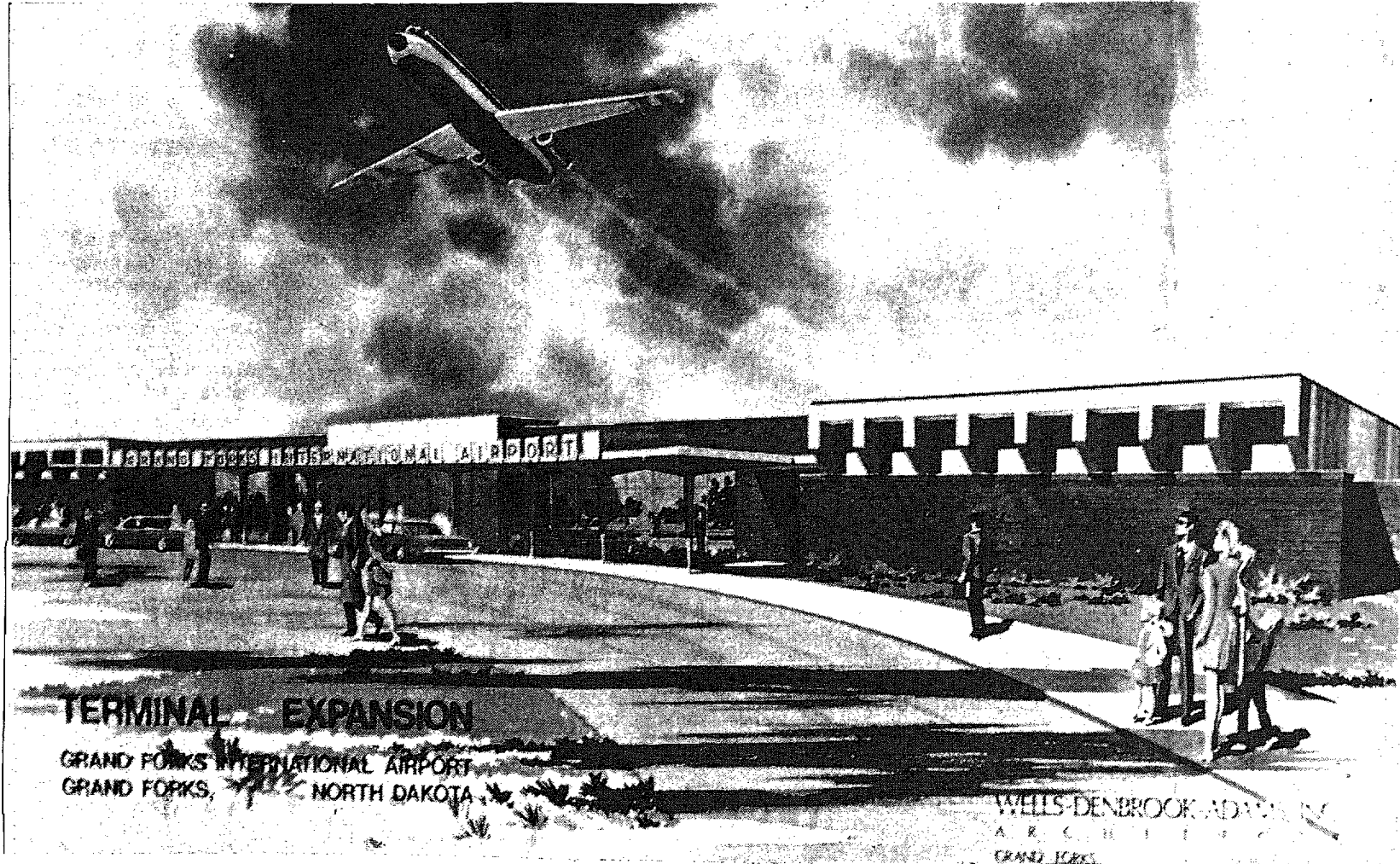
Without additions and deductions for alternates, the apparent low bids totaled about \$425,000, or about \$50,000 higher than city estimates, according to Robert Simons, director of administration.

G M Electric appeared to be low on the electrical contract, with a base bid of \$51,372. Three other bids ranged up to \$58,876. There were six electrical contract alternates also bid.

Lunseith Plumbing and Heating, Grand Forks, submitted a bid only slightly below that of Braseth Plumbing and Heating, also of Grand Forks, for the plumbing, heating and temperature control work. Lunseith bid \$44,500, while Braseth's quotation was \$44,950. Linfoot

Co., Grand Fork and Sornsin Con Fargo, bid \$55,30

City Air of Al was apparent low air distribution \$35,889. Two (firms, McFarlan and Air Control close behind at \$36,960, respectiv



FINAL PICTURE OF TEMPORARY PORT-A-CON TOWER PRIOR TO REMOVAL FOR USE BY THE U.S. AIR FORCE IN THEIR WEATHER MODIFICATION PROGRAM AT THE AIRPORT JULY 1, 1974. TOWER BASE LATER DEMOLISHED BY AIRPORT CREW.



FLIGHTLINE AREA - JULY 1974.



# Study raises possibility of regional airport for Grand Forks

By MICHAEL VADNIE

A regional airport may be in the works for Grand Forks.

The North Dakota Aeronautics Commission, represented by Harold Vavra, presented preliminary studies of the Grand Forks International Airport to governmental officials and interested persons last week in Grand Forks.

The study results deal with air passenger origin and destination points at the Grand Forks airport compiled by the R. Dixon Speas Associates, Minneapolis, Minn., and TAP Inc., Bozeman, Mont. Similar surveys were taken in Bismarck, Fargo and Minot, N.D.

The survey at the Grand Forks airport was made Dec. 10-14, 1973.

Norman Midboe, Grand

Forks Airport manager, said, "No formal recommendations have been made because the whole North Dakota Airport Plan is not completed yet."

"But we do expect a recommendation for a regional airport to come out of the study. The other three cities will probably also receive a similar recommendation from the commission based on the studies."

Midboe said the commission's studies would "help organize the airports and use the system properly."

He said the regional airport concept, as explained by Vavra, would enlarge the area air services handled by the local airport "from a tax standpoint" and that legislative action to that effect may be the logical outcome of the plan.

The Grand Forks airport is a

municipal airport, owned and operated by the City of Grand Forks.

Since the commission's studies are not completed, formal recommendations have not yet been made. Midboe said he expected recommendations to be made this year.

Based on survey results released last week, Midboe said the possibility exists that a recommendation concerning "commuter runs" in the state may also be made by the commission.

According to the survey, 59.2 per cent of those polled felt increased air service is needed to Bismarck, Langdon, N.D., and Fargo were listed next at 10.2 per cent and 9.2 per cent respectively. Devils Lake, N.D., and Minot, N.D., followed on the chart, both at 6.2 per cent of those polled. Dickinson, N.D., Cavalier, N.D., Grafton, N.D., and New Town, N.D., followed at lesser percentages.

Travelers polled felt increased air service was needed to Minnesota (31.7 per cent), Colorado, (17.8 per cent), California (10 per cent), and Kansas and Montana (6 per cent).

Robert Simons, Grand Forks city administrator, said "It's interesting to note that on the top of the list on the survey results for possible flights is Bismarck. In a similar survey conducted in Bismarck, Grand Forks headed the list pertaining to air service desired."

Other questions contained in the survey and the answers explained by the commission at last week's meeting were:

• Q. From what location did you leave for the airport today? Results: Grand Forks, 43.9 per cent; Base, 10.3 per cent; East Grand Forks and Polk County, 10.5 per cent; and other Grand Forks County points, 3.5 per cent. Totals: Grand Forks and Polk (Minn.) counties, 68.2 per cent; nearby counties, 10.4 per cent; elsewhere in state, 13.8 per cent; other states, 7.6 per cent.

• Q. The location departure for airport was made from was? Results: private residence, 49.3 per cent; hotel/motel, 20.3 per cent; place of employment, 9.6 per cent; business being visited, 15.3 per cent; other, 5.5 per cent.

• Q. Mailing address?

Results: North Dakota, 23.9 per cent; Minnesota, 22.9 per cent; Canada, 5 per cent; other states, 48.2 per cent.

• Q. On which airline are you about to travel? Results: Northwest, 64.2 per cent; North Central, 35.8 per cent; other, 0.

• Q. What is primary purpose of trip? Results: Business, 58.3 per cent; brief pleasure (less than week), 7.6 per cent; vacation (more than week), 16.5 per cent; military order or leave, 7.6 per cent; personal matters, 5.8 per cent; and other, 4.2 per cent.

• Q. Duration of trip? Results: One day, 19.5 per cent; two days, 16.5 per cent; three days, 15.6 per cent; four to seven days, 21.7 per cent; more than seven days, 26.7 per cent.

• Q. In what state will your air travel end today? Results: Minnesota, 27.7 per cent; California, 12.7 per cent; North Dakota, 8.6 per cent. In descending order to 2 per cent were Illinois (6.7 per cent), Colorado, New York, North Carolina, Alabama and Wisconsin. District of Columbia, 1 per cent, and Canada, 3.1 per cent.

• Q. How long did your trip to the airport take? Results: Less than 20 minutes, 61.1 per cent; 30-60 minutes, 15.2 per cent; one hour to two hours, 15.9 per cent; over two hours, 7.8 per cent.

• Q. What was your primary means of travel to airport? Results: Private car, 68.2 per cent; rented car, 18.7 per cent; taxicabs, 5.7 per cent; others,

13.8 per cent.

• Q. If you drove your car, how long do you expect to park it at the airport? Results: 0-12 hours, 40.9 per cent; 12 hours to three days, 37.8 per cent; three to seven days, 14.2 per cent; and over seven days, 7.1 per cent.

• Q. How many persons accompanied you to airport today? Results: One, 44.3 per

cent; two, 30 per cent; three, 19.4 per cent; more than three, 6.3 per cent.

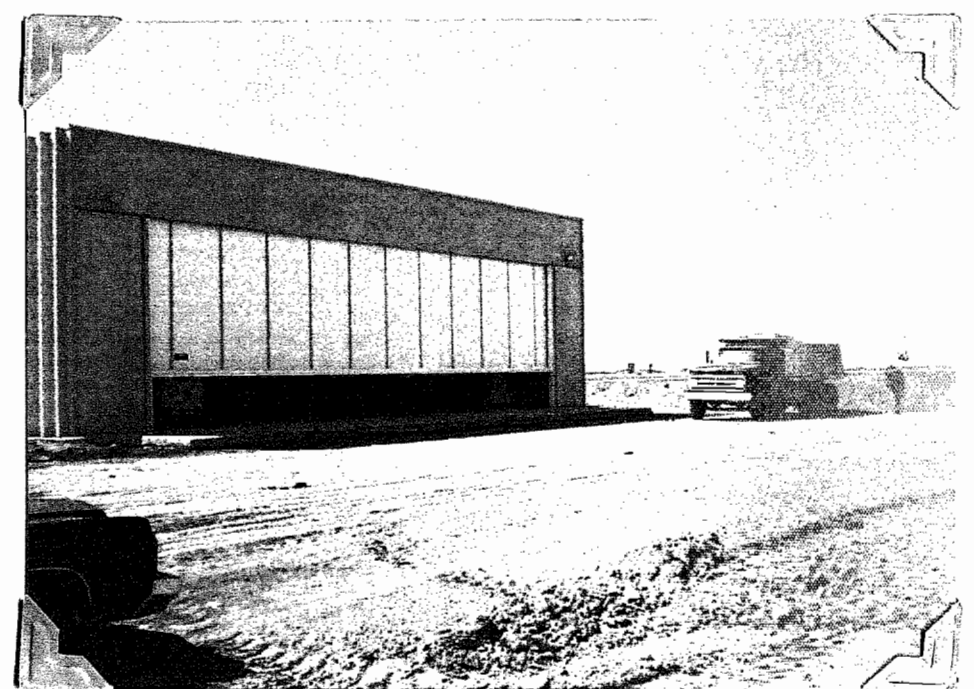
• Q. How many persons who accompanied you will depart with you? Results: One, 49.7 per cent; two, 33.5 per cent; three, 14.5 per cent; more than three, 2.4 per cent.

• Q. How many airline trips have you made from this air-

port in the past year? Results: None, 33.5 per cent; one to four trips, 43.8 per cent; five or more, 22.8 per cent.

Midboe explained that surveys and studies of this type will be helpful in determining flight schedules, airport facilities and exact areas to be served by the Grand Forks International Airport.

BELOW IS PICTURE OF U.N.D. AV. DEPT. SHOP AND ADMINISTRATIVE FACILITY COMPLETED IN 1973. VALLEY CONTRACTING HAULING IN FILL PRIOR TO PUTTING IN PAVED APRON AND TAXIWAY IN JUNE & JULY-1974.



RELOCATION AND REPLACEMENT OF SOME SEWER LINE IN CONNECTION WITH PAVING OF SERVICE ROAD TO U.N.D. FACILITY IN JUNE-1974.

## NSF boosts UND funds for research, pilot training

The Bureau of Reclamation has added \$50,000 to funds previously provided by the National Science Foundation for weather modification research and pilot training at the University of North Dakota.

The Bureau told Sen. Milton R. Young, R-N.D., Wednesday it was transferring \$50,000 to be added to the NSF grant. In March the NSF provided \$274,700 for the UND-based weather modification pilot training program.

The new funds from the Bureau will be used to provide more sophisticated radar for the program than originally was planned. The radar equipment will be used in summer months to monitor cloud-seeding operations and perform other weather modification research in North Dakota and adjoining states, in cooperation with the Bureau's High Plains Cooperative Program.

During the academic year, Young was told, the radar equipment — which includes a digital data system — will be used for the pilot training program. The originally-planned radar unit was to be a fixed site installation. The more modern unit, made possible by the fund transfer, will be a mobile unit, according to Young.

## Airmotive loan questioned

BISMARCK, N.D. (AP) — A Bismarck attorney has questioned the judgment of the Bank of North Dakota in granting a loan in 1969 to the Grand Forks Airmotive, Inc.

Attorney William Mills said in a letter to Banking Commissioner G.W. Ellwein, the Bank of North Dakota had picked up the loan from First Western State Bank of Minot after that bank made the loan to Airmotive.

Mills said the loan was among several criticized by a May 12, 1969, Federal Deposit Insurance Corp., examination.

That examination said several loans were considered

outside the bank's trade territory, to under-capitalized businesses and to individuals with questionable repayment ability, according to Mills. The examination also said a sizable portion of the loans "represent advances for political activities or to individuals involved in political endeavors."

The FDIC recommended the Airmotive loan and others "be eliminated from the ledger assets promptly," Mills said.

Mills said the loan was moved from the First Western State Bank to the Bank of North Dakota in September, 1969, following the FDIC report.

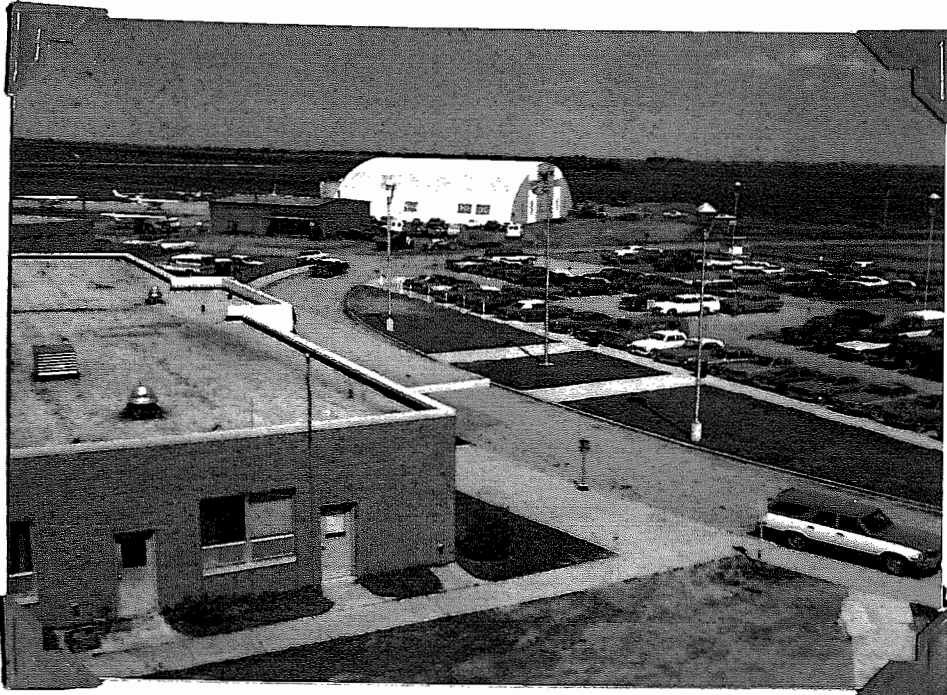
The loan was to have been

guaranteed by the Small Business Administration while it was at the Minot bank but Mills said the Bank of North Dakota was "left holding the bag" because the government guarantee was now void.

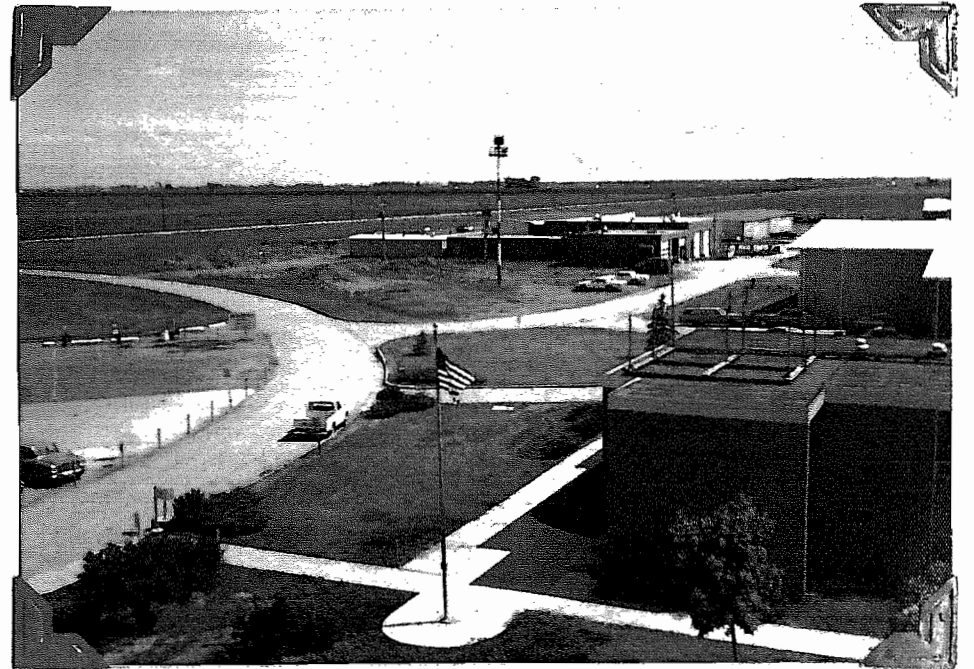
Ellwein, who was appointed to the banking commissioners post in late 1969, acknowledged receipt of Mills' letter.

"In response to your question, we wish to advise that the recommendations and conclusions made jointly by this office and the Federal Deposit Insurance Corp. as quoted in your letter were valid then and are valid now," Ellwein's response read. He declined to elaborate on the matter.

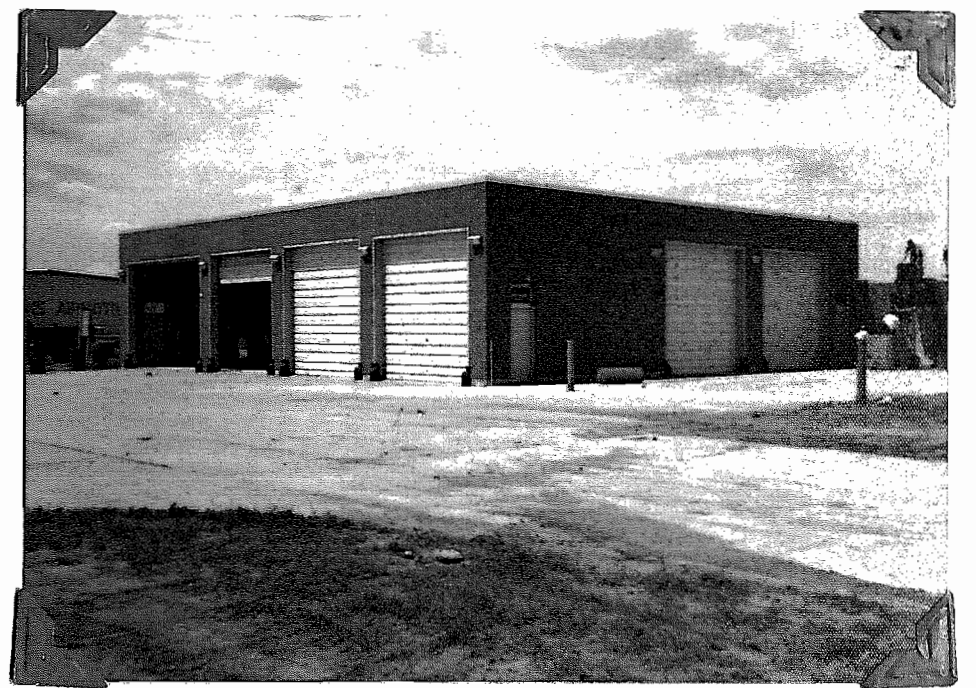
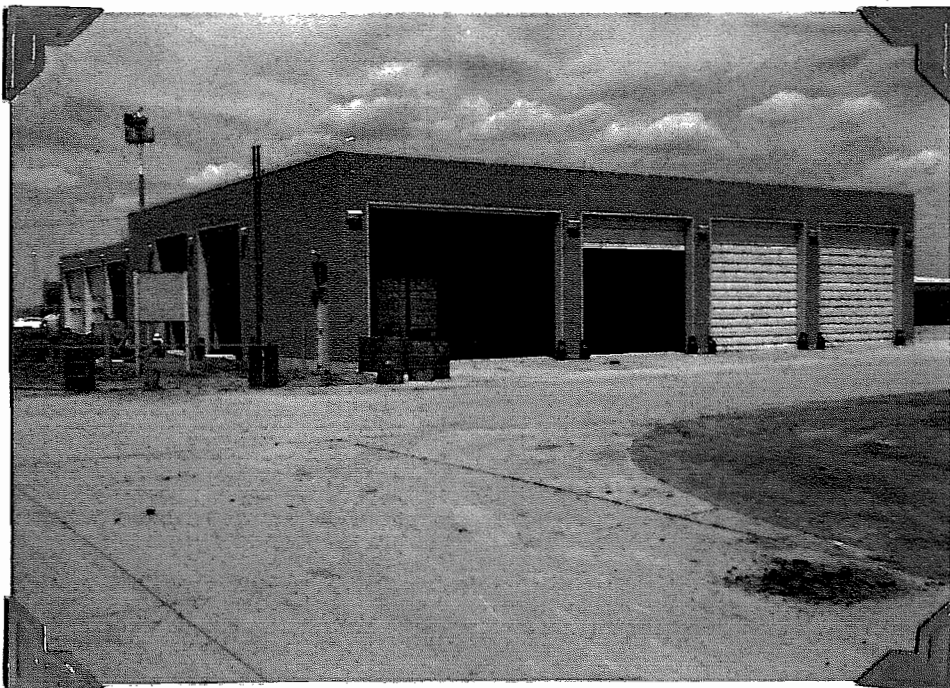




WORK IN PROGRESS IN UPPER PART OF PICTURE ON U.N.D. GRADING, DRAINAGE + PAVING IN JULY-1974



CLAY FROM TERMINAL BUILDING EXPANSION (EXCAVATION) BEING PILED EAST OF HERTZ CAR GARAGE AREA IN PREPARATION FOR USE OF THE AREA AS A CAR PARKING AREA FOR RENT A CARS.

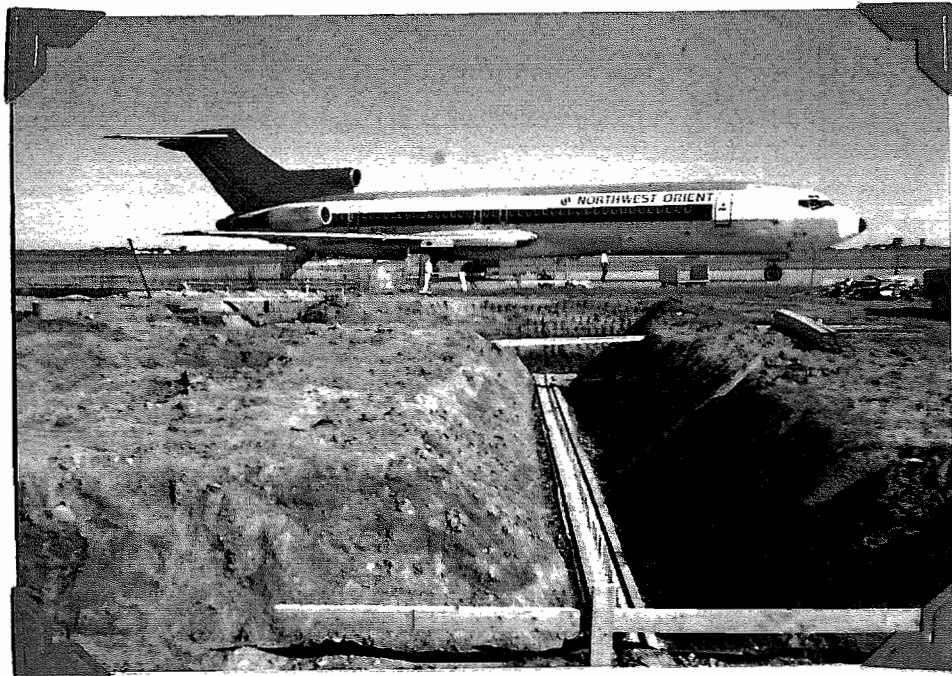


PICTURES OF ADDITION TO AIRPORT SERVICE EQUIPMENT BUILDING AS IT WAS NEARING COMPLETION IN EARLY JULY-1974. TWO OSHKOSH 1500 GAL. WATER/FOAM FIRE/CRASH TRUCKS ARRIVED ON JULY 6, 1974 IN COMPLIANCE WITH AIRPORT CERTIFICATION REGULATIONS WHICH REQUIRE THAT THE AIRPORT MUST HAVE THE ABOVE TWO TRUCKS PLUS A LIGHT RESCUE TRUCK.

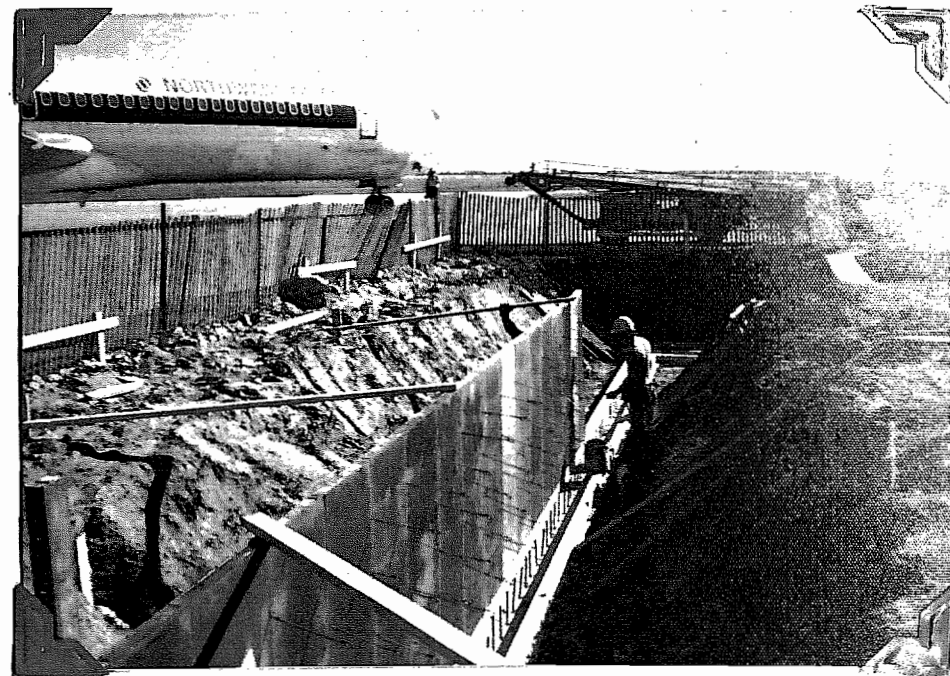


TANK INSTALLATIONS FOR DIESEL FUEL, HEATING FUEL + WASTE OIL ON WEST SIDE OF NEW ADDITION TO SERVICE EQUIPMENT BUILDING AS IT WAS NEARING COMPLETION IN JUNE + JULY-1974.

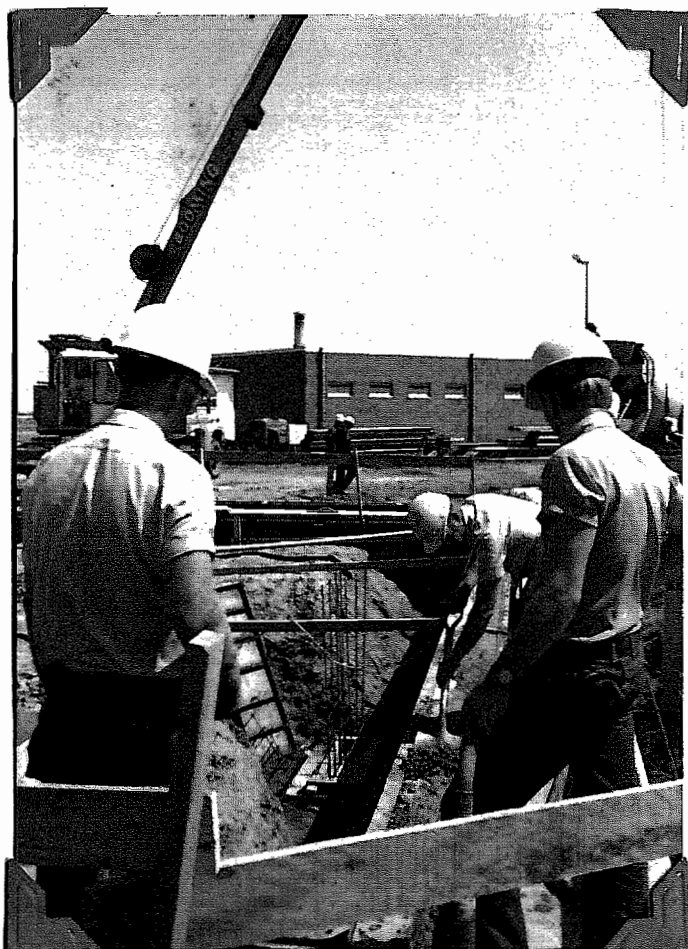




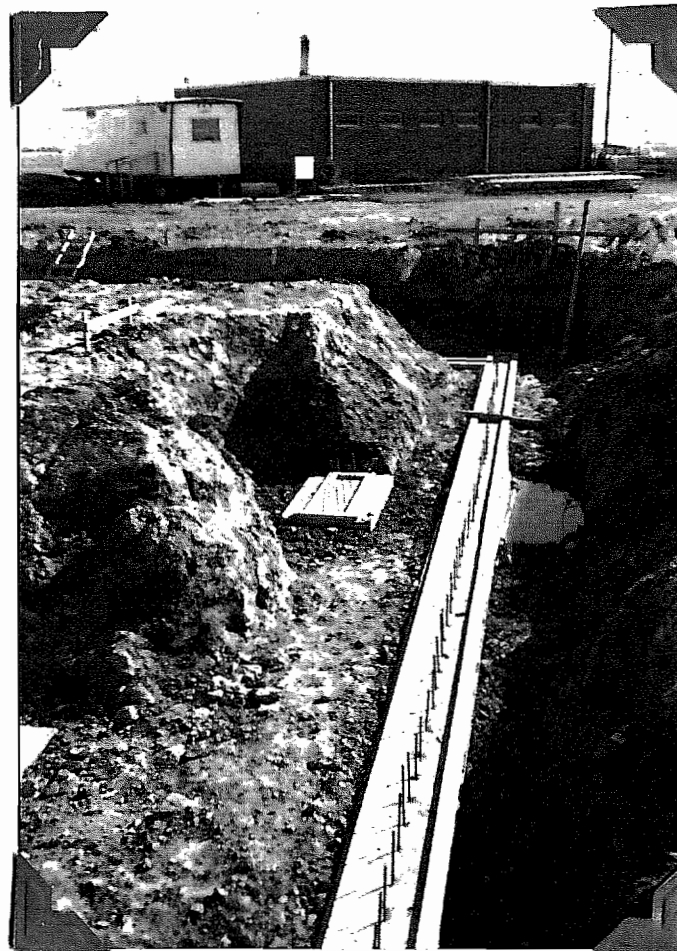
FOOTINGS BEING POURED FOR HOLDING AREA  
ADDITION TO TERMINAL BUILDING IN EARLY JULY-1974



FORMS BEING INSTALLED FOR HOLDING AREA  
FOUNDATION WALLS



CONCRETE BEING POURED FOR  
FOUNDATION WALLS FOR HOLD AREA &  
BAGGAGE PICK-UP AREA

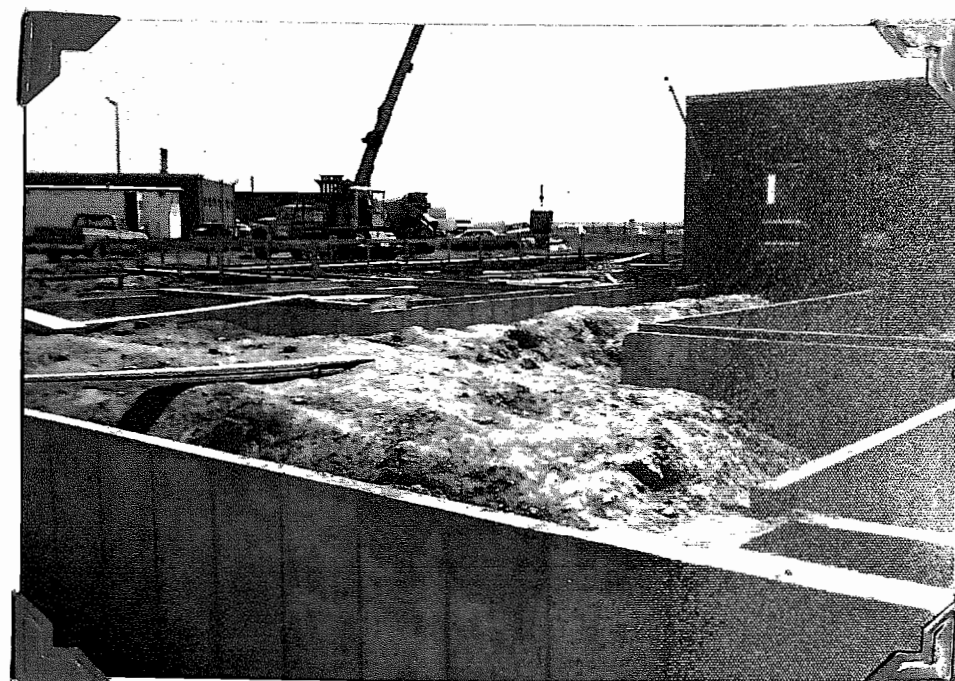


FOOTINGS - BAGGAGE AREA.

**CALL FOR BIDS**  
**Auxiliary Firefighting/  
Rescue Equipment for  
Grand Forks International Airport**  
Notice is hereby given that sealed bids  
will be received at the office of the City  
Auditor, City Hall, P.O. Box 1518, Grand  
Forks, North Dakota 58201, up to 2:00 p.m.,  
July 22, 1974. The bids will be opened at the  
City Council Meeting to be held at 7:30  
p.m., July 22, 1974 for the following:  
6-Aircraft firefighting/proximity suits.  
3-Self contained compressed air  
breathing apparatus.  
1-Air operated metal chisel kit.  
Forms for bidding and specifications  
may be obtained at the office of the City  
Auditor, City Hall, P.O. Box 1518, Grand  
Forks, North Dakota 58201. All bids will  
require delivery of the equipment FOB  
Grand Forks International Airport, Grand  
Forks, North Dakota.  
In submitting a bid it is understood that  
the right to reject any and all bids has been  
reserved by the Grand Forks City Council.  
Done by order of the City Auditor of the  
City of Grand Forks on this 25th day of  
June, 1974.  
R. L. LERUD,  
City Auditor  
(July 1, 10, 17, 1974)



PICTURE SHOWING LOCATION OF HOLD AREA ADDITION



FOUNDATION WALLS COMPLETED FOR HOLD AREA.



# Airport employees under scrutiny

By CHUCK HAGA

Members of the City Council's public safety committee have been investigating a rash of complaints about service at the Grand Forks International Airport, and about the appearance of the terminal building.

The committee has met several times with Airport Manager Norman Midboe, toured other North Dakota airports to make comparisons and formulated a list of recommended improvements.

Alderman H. C. "Bud" Wessman said he first heard complaints while campaigning for his Seventh Ward council seat in March, and began asking questions when he was assigned to the public safety committee.

"There was a lot of concern about the general appearance of the place," Wessman said. "And there was a problem with the personnel — an attitude thing."

Though he has obtained no direct evidence, Wessman said there have been complaints about airport field attendants drinking, sleeping and playing cards while on duty.

After a full inspection "it was obvious there was a problem," Wessman said. "The airport was not being maintained as it should. The personnel weren't fully aware of what their duties were. They

weren't being instructed, or they weren't interested.

"In some aspects, it appeared as if managerial personnel . . . just were not paying good attention," he said. "They were letting things slide."

The committee's displeasure, he added, "was conveyed very strongly" to the manager.

"We have no specific information," Midboe said, "but we know there had been some card playing. But as soon as we heard of that, there was no more."

Wessman said one result of "poor service" apparently has been a loss of commercial traffic, which also means a loss of airport income. Facilities at Fargo, Bismarck and Minot, N.D., each have three "fixed-base operators," private plane owners who provide lessons and charter service from an airport. Grand Forks has only one, he said, though that is partly because of the University of North Dakota's aviation activities.

"Nonetheless, it does appear that private craft are not getting the attention here they should," Wessman said.

Alderman Robert Wedin agreed. "People who fly in here are very disappointed with the type of service they've been getting," he said. "They thought our people could be more courteous, more cooper-

ative."

Small, private craft weren't receiving directions once they landed, he said, and were having trouble getting their planes serviced. Some operators also expressed concern about the way their planes were handled, that "local attendants weren't as careful as they should be."

But employee attitudes "appear to have changed some," Wedin said, and Wessman agreed that he has "seen some improvement. I hope it continues."

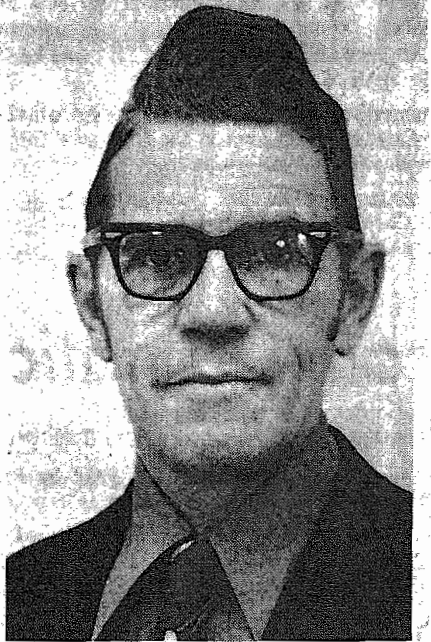
Midboe has revised the airport's staff organizational chart, to better define areas of responsibility. Supervisors have been named to oversee day-to-day operations of line shifts and maintenance crews.

"In the past, the field attendants have had to know and do so many things that when they were on their own it was hard for them to establish priorities," according to Midboe.

"So some things haven't gotten done."

Midboe said part of the problem has been a lack of personnel, and that conditions should improve as a result of staff additions authorized last year and recently by the council.

Six new field attendants were authorized last year, for fire-crash-rescue work, and the airport soon will hire a day



Norman Midboe

janitor. "We had only one before, for night work," Midboe said. "That's why the place wasn't always as clean as it should have been."

The manager said field attendants will be getting new and "more distinctive" uniforms, to make them more easily identifiable to airport users.

# City airport employees respond to allegations

By CHUCK HAGA

City employees at the Grand Forks International Airport, criticized recently for their job performance, believe they were unjustly kicked while they were down.

City Hall shouldn't complain when it hasn't provided the personnel necessary for the job, the employees argue. And they believe city aldermen have received distorted accounts of what goes on at the airport.

"It all comes down to people," according to Howard Freije, the maintenance chief. "When you don't have the personnel, you have to let something go. It isn't our fault."

Members of the City Council's public safety committee had concluded the airport "isn't being maintained as it should," after investigating a number of user complaints about appearance, employee attitudes and other things. Their investigation and subsequent comments were with regard to city employees only, and not

federal or private workers at the airport.

The city workers say they are responsible for servicing 40 to 50 private airplanes a day, on the average, this summer — fueling them, cleaning windshields and checking oil. They must maintain the airport grounds and runways, and mow about 500 acres of grass periodically. Their duties include long hours of training in fire-crash rescue techniques, required by federal law.

The council has authorized several new personnel to operate the expensive new fire-crash equipment, but those people haven't been hired yet. And Freije said line crews already are trying to function on a barebones basis.

"The complaints they had — about us not directing people who land their private craft here, and other things — they're direct results of our not having enough people," he said.

Though no specific evidence was offered, there had been a suggestion that

some city employees had been drinking while on airport duty.

"We had a problem years ago," Freije said. "Some guys were drinking here quite a bit, even carrying their booze around in their pockets, and storing some in a refrigerator."

"I remember one guy who was drunk dropped a big overhead door on a brand-new airplane," he said.

"People never forgot about that. And that's why they bring it up now — though there is absolutely no drinking problem here now."

"We have a bunch of younger guys here now who care," he said. "They're a good bunch."

The complaint that grounds are not kept clean, and that attendants themselves are not clean, especially bothered the employees.

Freije pointed out a lift station that pumps raw sewage from the airport to a

small, nearby lagoon. Until remote controls were installed two or three years ago, employees had to enter the below-ground lift station daily, to check pumps and other equipment.

Once every six to eight weeks someone had to manually clear human wastes out of the lift station, he said.

"We'd stink to high heaven after going down there," according to Freije. "And then we'd go and meet the public."

"Of course they complained."

He said attendants also were likely to soil their uniforms while mowing grass, working with grease or doing any of the other jobs they had in addition to their on-line responsibilities. Organizational changes made since the council investigation began already have brought improvements in appearance, a fact the aldermen noted last week.

The terminal building becomes messy

because the city has only one fulltime janitor there, the employee said. His shift is from 11 p.m. to 7:30 a.m. The council has authorized the hiring of a day janitor now, but with a major expansion of the terminal building planned the employee said that won't be enough.

Freije believes complaints about private airplanes being mishandled, like the complaints about drinking, are due to people who remember incidents several years ago. There have been no major bang-ups, he said, in the past two or three years.

Conditions have improved, and will continue to improve, Freije said, if the city provides the airport with the personnel it believes it needs.

"There's been a lot of change already," he said. "They've given us the go-ahead to do things we've wanted to do for a long time — they've specified our duties, and assigned responsibilities."



EXCAVATED AREA FOR EXPANSION OF RESTAURANT & BAR ADDITION TO SOUTH OF TERMINAL BLDG.





## AGENDA CITY COUNCIL MEETING MONDAY, AUGUST 5, 1974 7:30 P.M.

- 1 ROLL CALL:
- 2 READING AND APPROVAL OF MINUTES:  
July 15, 22 and 24, 1974
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES  
AND COMMUNICATIONS:
- 3-1 Bids for \$2,127,000 Temporary Improvement War-  
rants for 1974 special assessment projects.
- 3-2 Opening of bids on Columbia Road Fire Station.
- 3-3 Opening of bids on following projects:
  - a. Project #2341, Watermain Dist. 107; and Project  
#2342, Sewer Dist. 160; Project #2341: water-  
main on N. 55th St. from U.S. Hwy. 2, running  
south approx. 210 ft.; Project #2342: Sanitary  
Sewer on 12th Ave. N. from approx. 40 ft. east of  
N. 55th St. running west across N. 55th St. ap-  
prox. 130 ft., thence north along N. 55th St. a  
distance of 400 ft.
  - b. Project #2346, Street Lighting Dist. 16, for street  
lighting system on N. 42nd St. from Hwy. 2 to 6th  
Ave. N. on 12th Ave. N. from N. 42nd St. to N.  
43rd St., and on 6th Ave. N. from N. 42nd St. to  
N. 43rd St.
  - c. Project #2347, Paving Dist. 332, paving on S.  
12th St. from 32nd Ave. S. to 36th Ave. S.
  - d. Project #2348, Paving Dist. 333, paving on 36th  
Ave. S. from S. 10th St. to Cherry St., and on S.  
10th St. from 80 ft. south of northerly property  
line of Blk. 1, Pres. Park, Valley Memorial and  
Ole Flaot Addn., to 36th Ave. S.
  - e. Project #2349, Watermain Dist. 108, watermain  
on N. side of U.S. 2 from N. 48th St. to 540 ft.  
west of N. 52nd St.
  - f. Project #2350, Watermain Dist. 109, watermain  
on N. 52nd St. from U.S. 2 to 275 ft. north of  
Phoenix Ct., and on Phoenix Ct.
  - g. Street Maintenance Project #2354, Sched. A:  
overlay on 11th Ave. S. from 14th St. to 20th St.  
Sched. B: overlay on S. 23rd St. from 7th Ave. S.  
to 9th Ave. S. Sched. C: overlay on 32nd Ave. S.  
from Elmwood to Belmont Rd.
- 3-4 Public hearing on matter of sub-standard building, and  
accessory building on Lots 5 and 6, Blk. 32, B & E 3rd.  
(1609 Dyke Ave.)
- 3-5 Petition for vacation of 7th Ave. S. from S. 11th St. to S.  
12th St.
- 3-6 Petition for vacation of S. 22nd St. South from 17th  
Ave. S. as shown in Replat of Haake's 3rd Addition.
- 3-7 Third-party complaint regarding claim. (by Myrtle  
Ermer)
- 3-8 Request for permission to hold concert on August 20,  
1974, by West Central Productions.
- 3-9 Request for Utility Easement from City to NSP in Lot 1,  
Blk. 7, Viets Addn.
- 3-10 Appointment of election officials.
- 3-11 Report on Board of Adjustment.
- 3-12 Various bonds and insurance policies.
- 4 REPORTS OF OFFICERS:
- 4-1 Various reports
- 5 ACCOUNTS, CLAIMS AND BILLS:
- 5-1 Bill Listing.
- 6 REPORTS OF STANDING COMMITTEES:
- 6-1 Matter of issuing \$2,240,000 in General Obligation  
Bonds to finance parking improvements in or near Ur-  
ban Renewal District.
- 6-2 Matter of city expanding its program on alcohol and  
drug abuse to include an "Employee Assistance Pro-  
gram".
- 6-3 Matter of request by Mayor's Advisory Council that the  
city create and fund a new position of "Youth Pro-  
grams Coordinator".
- 6-4 Matter of determining need and site location for new  
police station and/or City Hall building.
- 6-5 Matter of percentage charged to special assessment  
projects for administrative costs.
- 6-6 Matter of compensation for Assistant City Attorney.  
(prosecutor)
- 6-7 Application for abatement and settlement of taxes on  
Lots 1, 2 & 3, Blk. 3, Trail's Addn., due to fire, by  
Lampert Lumber Company.
- 6-8 Matter of awarding of bids for airport fire fighting  
suits, breathing apparatus, and air operated chisel.
- 6-9 Matter of report from the City Engineer re. change  
orders and additional costs incurred on airport paving  
projects #2241 and #2242, and fencing changes for  
project #2219.
- 6-10 Matter of approval of plans and specifications for pav-  
ing of parking lots at airport.

## 2 agencies *8-20-74* hit plans for airport

By CHUCK HAGA

State and federal agencies have ob-  
jected to an improvement project at the  
Grand Forks International Airport, claim-  
ing the terminal building expansion  
doesn't conform to the airport's master  
plan.

The North Dakota Aeronautics Commis-  
sion has delayed action on the city's re-  
quest for up to \$50,000 in jet fuel tax  
refunds, because of the alleged noncon-  
formance. A hearing is being arranged in  
Bismarck next month.

And a Federal Aviation Administration  
(FAA) official wrote to the city this month  
to object to the proposed location of a  
hangar.

Roy Cunningham, chief of FAA's air-  
ports district office in Fargo, N.D., said  
that because of the hangar location and  
terminal building modifications, "we are  
forced to conclude that the City of Grand  
Forks does not take the airport master  
plan very seriously."

City officials responded by saying the  
hangar location is only temporary, and the  
building would be moved "to a more  
desirable location which would conform to  
the master plan as soon as that area is  
developed."

Robert Simons, director of ad-  
ministration, wrote that the city "is very  
much aware of the airport master plan  
and we are very serious about it." But he  
said that because of "present financial  
limitations, we are not always able to  
carry it out."

The \$390,000 terminal building expan-  
sion and improvement project under way  
at the airport this summer is considered a  
"stop-gap" solution to crowded and inef-  
ficient conditions. Consultants recently  
recommended that the city build a new  
multi-million dollar facility, but the coun-  
cil wasn't ready to spend that much.

A copy of Cunningham's letter was sent  
to Harold Vavra, director of the state  
aeronautics commission in Bismarck.

Vavra wrote last week that the commis-  
sion delayed action on Grand Forks' fund-  
ing request "because the present terminal  
building project appears to be incompati-  
ble with the master plan . . ."

The 1973 Legislature established a two  
per cent excise tax on sales of jet aviation  
fuel, and directed the State Tax Depart-  
ment to make that money available to the  
aeronautics commission. The commission  
in turn is to distribute the tax funds to  
state airports where jet fuel is sold, to  
help pay for airport improvements.

Vavra said the first payment received  
by the commission from the tax depart-  
ment was on June 28, and was "substan-  
tially less" than the \$50,000 requested by  
Grand Forks.

The municipal airport is counting on the  
state tax refund to help pay for the current  
improvement project, according to  
Norman Midboe, airport manager. Other  
project funds are coming from airport  
reserves and a \$200,000 loan from the city.

Mayor C. P. O'Neill said Monday night  
he doesn't believe the terminal expansion  
is in nonconformance with the master  
plan, and that city representatives will  
argue the point next month with the com-  
mission.

In actions related to the airport Monday  
night, the City Council:

- Returned to committee a proposed  
lease with Hansen Lease & Rental, Grand  
Forks, for additional space for car rentals.

- Approved an application by Red River  
Aviation to sublease a maintenance shop  
at the airport from Montgomery Aviation,  
for a fixed base operation.

- Agreed to provide 750 square yards of  
asphalt paving for parking for the Univer-  
sity of North Dakota's leased storage  
hangar and ground lease area, with UND  
reimbursing the city for costs.

- Agreed to defer applications for  
federal aid projects at the airport, due to a  
lack of local matching funds.

LD—Tuesday, August 20, 1974

Wednesday, August 21, 1974

### LEGAL NOTICES

#### NOTICE TO CONTRACTORS CALL FOR CONSTRUCTION BIDS

Notice is hereby given that sealed bids  
will be received by the undersigned until  
7:30 PM on Tuesday, Sept. 3, 1974 at his of-  
fice in the City Hall in the City of Grand  
Forks, North Dakota and then will be open-  
ed and presented to the members of the  
City Council at their regular meeting  
scheduled for said day at 7:30 o'clock PM  
that date, for furnishing all labor,  
materials, equipment, other facilities, and  
things necessary or incidental for con-  
struction of City's Project No. 2343, to wit:  
Grand Forks International Airport Ter-  
minal Area Paving:

Area No. 1 — Construction of a 6 inch  
concrete slab immediately south of and  
adjacent to the Terminal Building.

Area No. 2 — Construction of a 6 inch  
concrete slab approximately 40 ft. north-  
east of the Terminal Building and south of  
and adjacent to the Field Storage Build-  
ing.

Area No. 3 — Construction of a 6 inch  
concrete slab lying between Area No. 2 and  
the Terminal Building.

Total work for all three areas will in-  
clude approximately 1800 sq of 6 inch p.c.c.  
slab pavement.

Each bid must be submitted upon the  
basis of cash payment for the work, on  
blanks furnished by the City Engineer, and  
must be accompanied by an acceptable  
bidder's bond, running to the city of Grand  
Forks, in an amount of 5 per cent of the bid  
executed by the bidder and a surety com-  
pany authorized to do business in North  
Dakota and running to the City of Grand  
Forks, assuring that the bidder will enter  
into a contract for performance of the  
work if awarded to him.

All work shall be done according to the  
plans and specifications on file in the Of-  
fice of the City Auditor, City Hall, Grand  
Forks, North Dakota.

All bids must be submitted in a bidding  
envelope that is securely sealed. The  
envelope shall be plainly marked to in-  
dicate its contents and shall show the  
following information:

1. The class of license held by the  
bidder;
2. The number of the bidder's license;
3. The name of the person, firm or cor-  
poration submitting the bid;
4. Date on which license was issued or  
renewed.

A bid submitted without this information  
on the envelope will not be considered.

Bids will be taken under advisement and  
the award of the contract, if awarded, will  
be made within thirty (30) days after the  
date of opening the bids. The work shall be  
completed by July 15, 1975. (See plans for  
stage completion dates).

The City Council reserves the right to  
reject any or all bids or to waive any infor-  
mality in the bids received and to accept  
any bid deemed to be most favorable to the  
interest of the City of Grand Forks.

Copies of the contract documents, in-  
cluding plans and specifications, may be  
seen at the office of the Grand Forks City  
Engineer, City Hall, Grand Forks, North  
Dakota. A copy of the plans and proposal  
documents may be obtained without  
charge. There will be a charge of \$15.00 for  
each copy of the Standard Construction  
Specification Book.

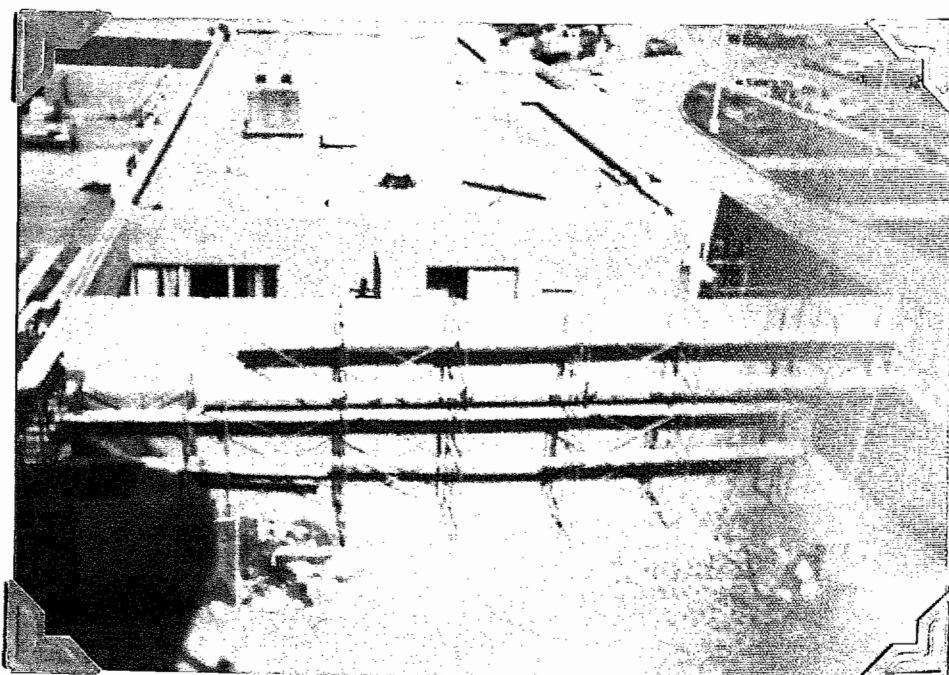
Done by order of the City Council of the  
City of Grand Forks, North Dakota, this 5  
day of August, 1974.

DONALD O. TINGUM  
Deputy City Auditor

(SEAL) (August 13 and 20, 1974)



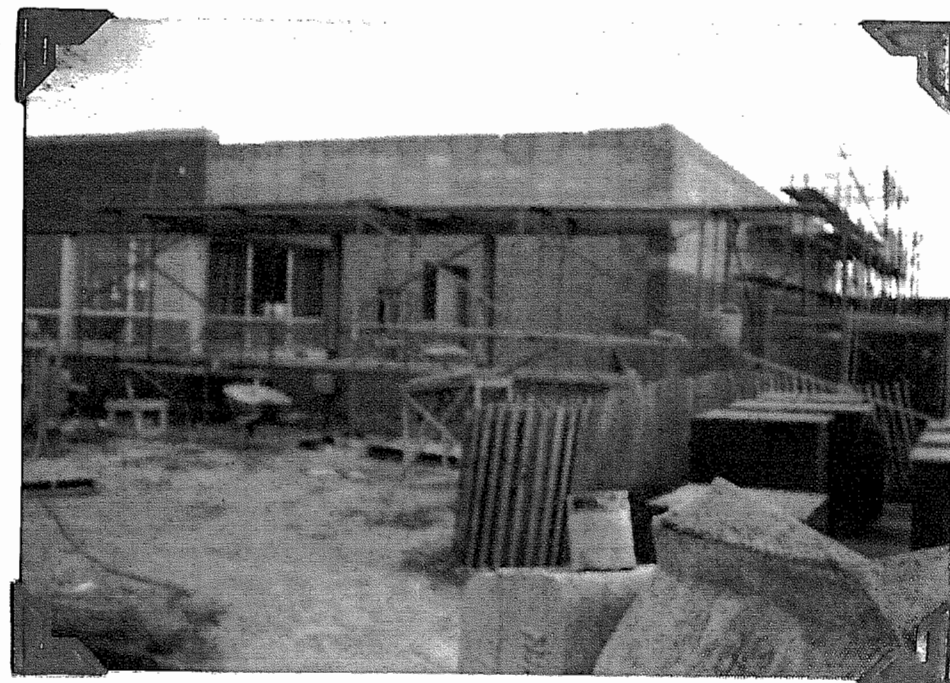
WALLS COMPLETED FOR RESTAURANT ADDITION  
AUGUST - 1974



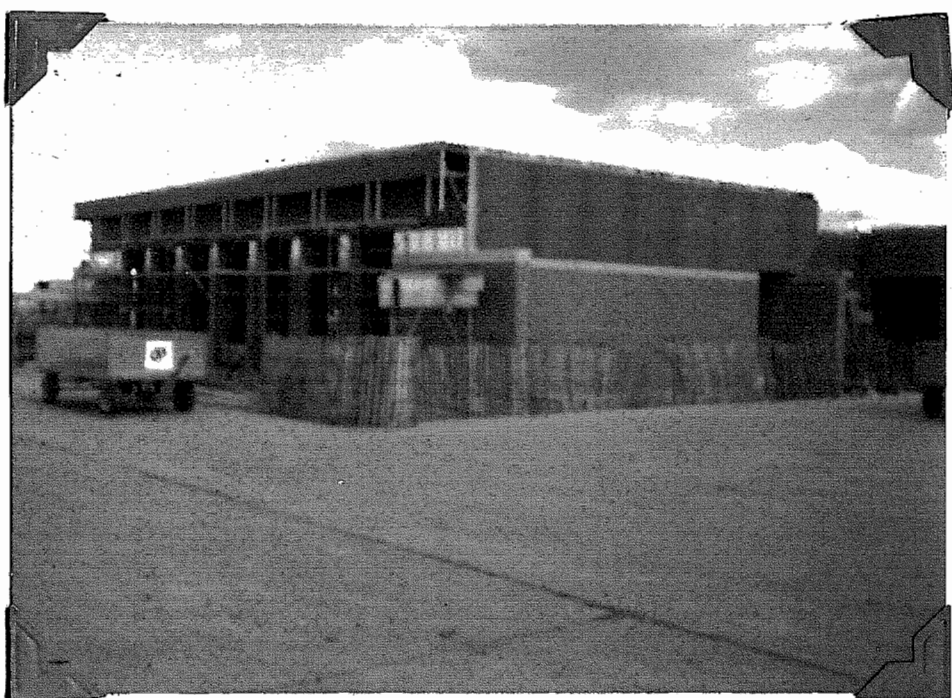




LOOKING NORTH TOWARDS NEW HOLDING AND BAGGAGE PICK UP AREA - WORK IN PROGRESS ON ROOF - AUGUST-1974



RESTAURANT ADDITION - WEST SIDE, WALLS OF OLD SECTION OF TERMINAL SHOW THROUGH WINDOW AREA OF NEW ADDITION.



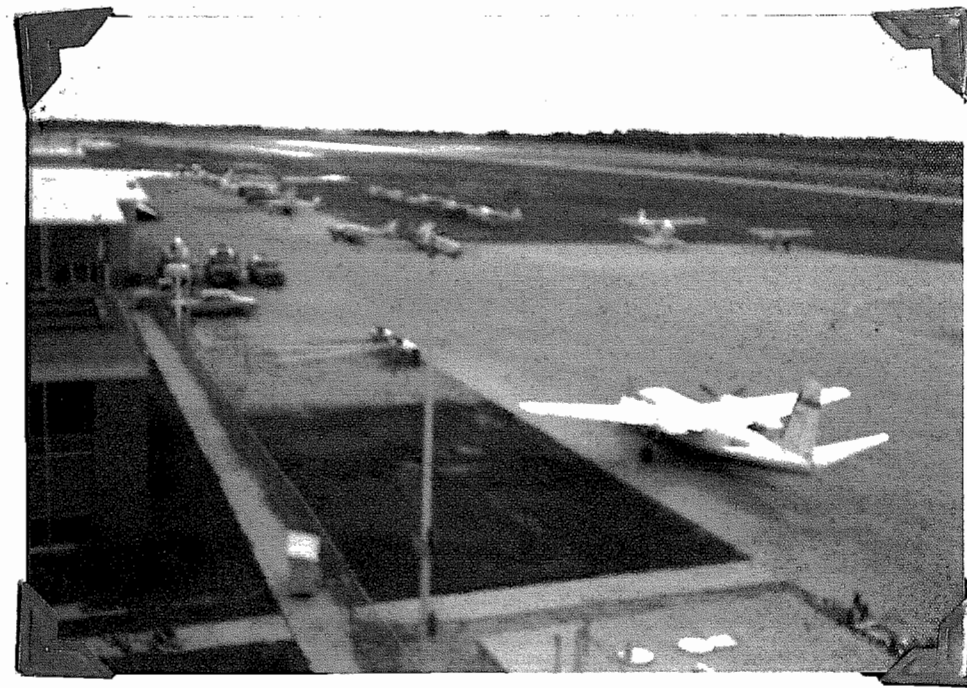
HOLDING AREA SHOWING WINDOWS ON WEST SIDE



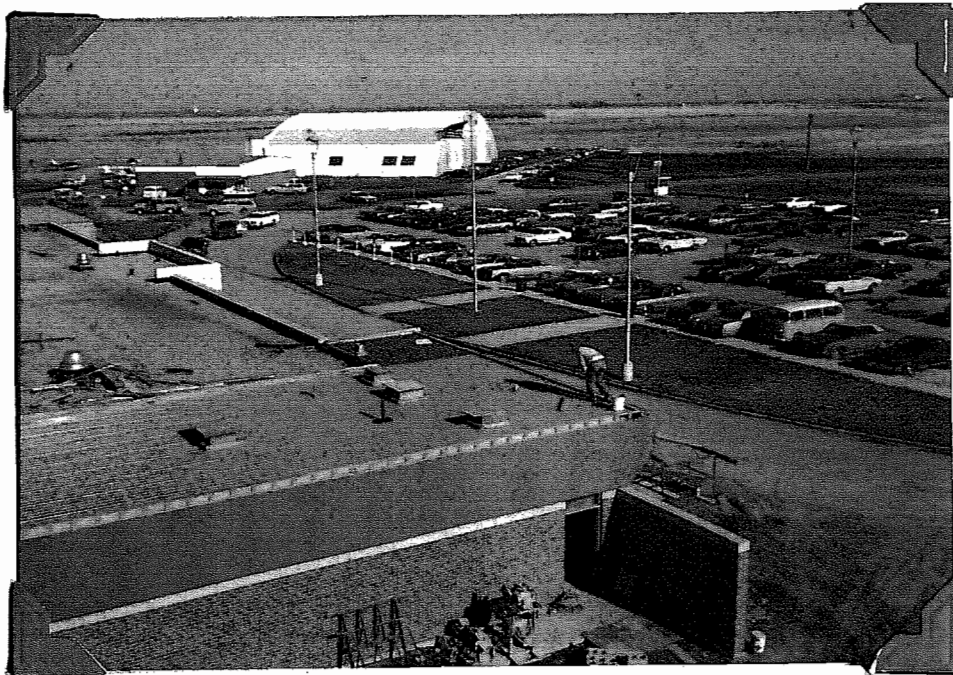
WEST VIEW OF HOLDING AND BAGGAGE PICKUP AREA



PICTURES OF HANGAR AREA - AUGUST-1974







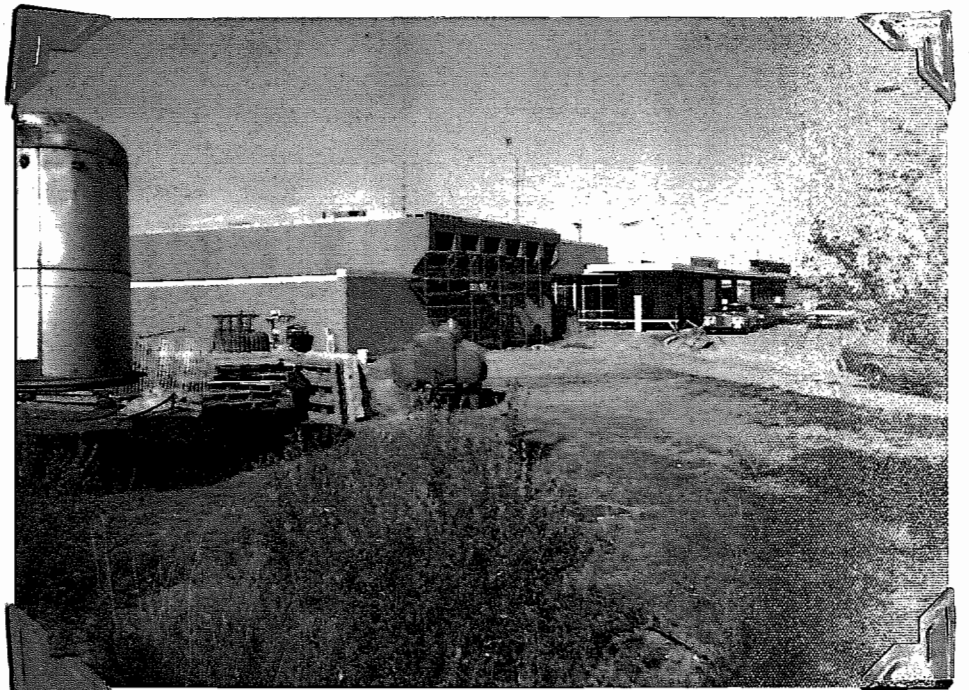
ROOF SHEETING INSTALLED ON RESTAURANT ADDITION.  
PAVED ROAD WAY COMPLETED TO SERVE BIG HANGAR.  
NO. 1 AND UNCL. AV. DEPT. FACILITY LOCATED BEYOND  
BIG HANGAR. MONTGOMERY SHOP REPAINTED - SEPT. 1974



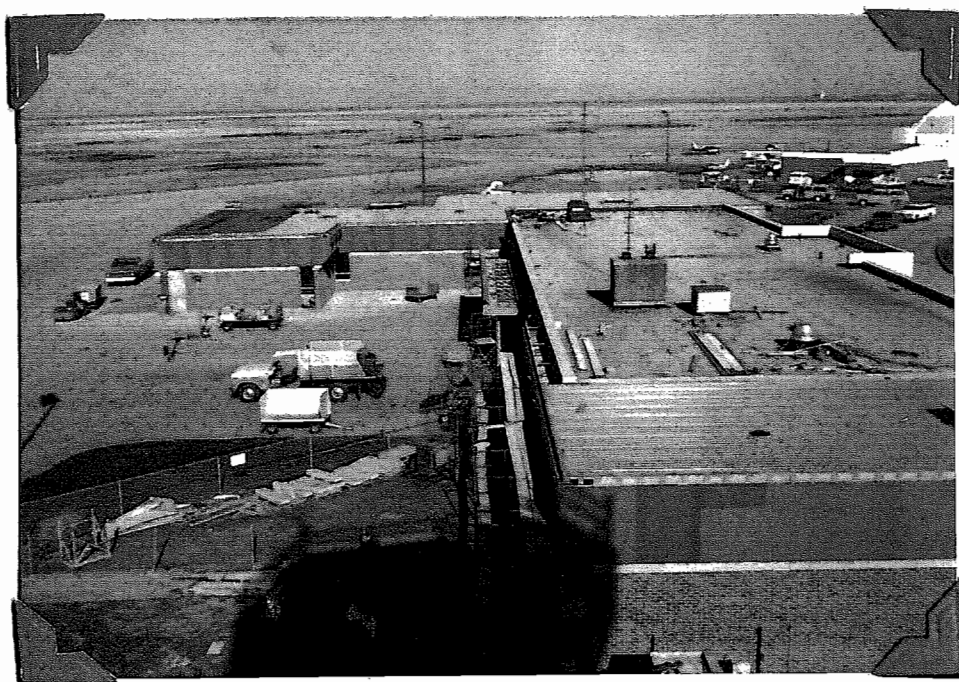
PICTURE TAKEN TOWARDS AREA BEING FILLED  
FOR USE BY CAR RENTAL AGENCIES FOR FUTURE  
CAR PARKING. OCT. 10, 1974



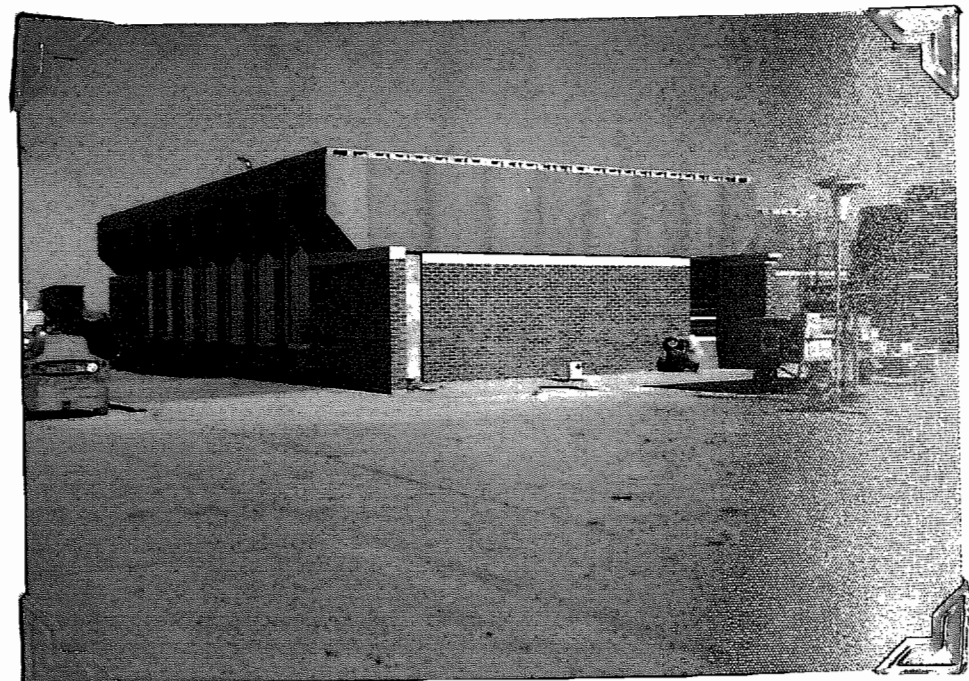
NODDY CONTRACTING BEGINNING TO PREPARE BASE  
AND POUR CONCRETE SLAB FOR ACCESS TO BAGGAGE  
PICKUP AREA, SEPTEMBER 1974



EAST SIDE OF TERMINAL WITH RESTAURANT ADDITION  
IN FOREGROUND, AS IT LOOKED IN LATE SEPTEMBER 1974

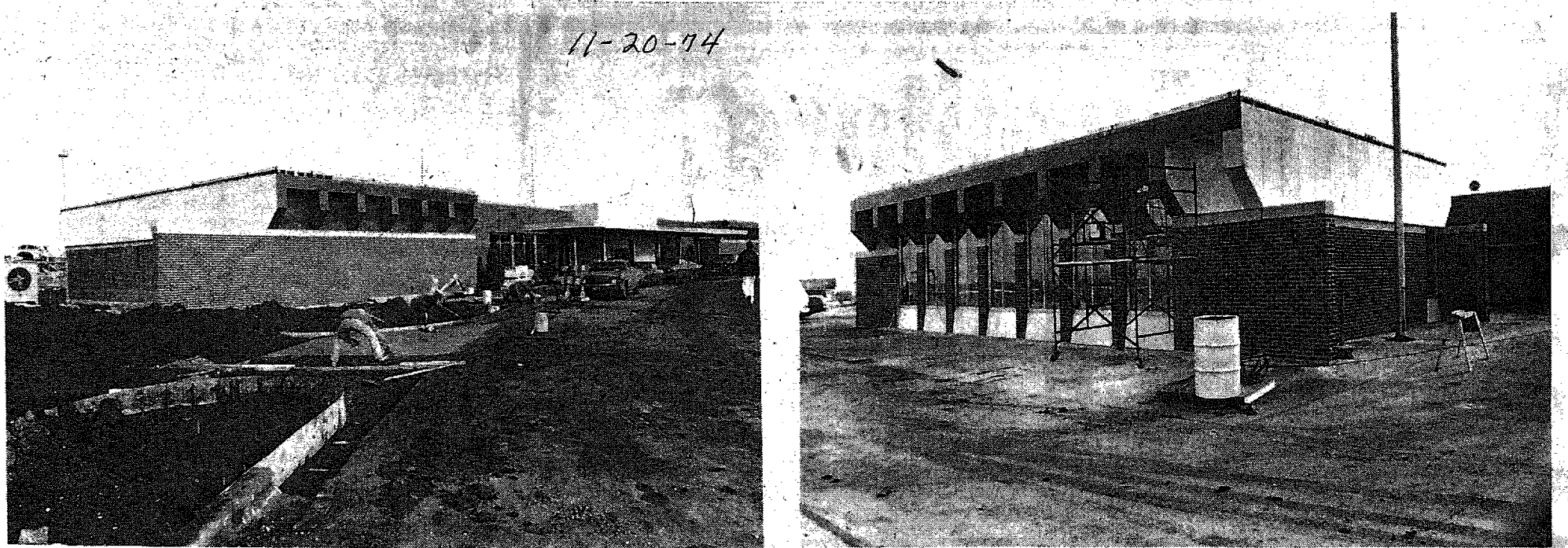


BUILT UP ROOF NEARLY COMPLETED ON NORTH  
END ADDITION - OCT. 10, 1974



HOLDING AREA ADDITION NEARING EXTERNAL  
COMPLETION. DECORATIVE TRIM NOT YET INSTALLED.  
OCT. 10, 1974, HAD TO MOVE MANAGER'S  
INTO BASEMENT ON OCT. 15TH.





HERALD PHOTO

### About on schedule

Construction on the addition to Grand Forks International Airport is "about on schedule," according to Robert Simons, city director of administration. The new parts of the building, including a restaurant, gift shop, bar, new customs and baggage facilities, automatic entrance doors, vending areas and new ticket counters, will be

"substantially complete" — usable — by Jan. 15, Simons said. He estimated cost of the structure at about \$500,000, with new furnishings. Peterson Construction Co. has the building contract.

### 11-26-74 Group okays rental hike for airport

The first part of a two-step plan to increase rental rates at Grand Forks International Airport was approved Monday night by the city's public safety committee.

The committee passed a proposal from airport manager Norman Midboe to raise the basic ground rental rate from one cent to two cents per square foot per year; and to impose a two dollar per front foot fee for snow removal.

Both rates will be assessed on a sliding scale. For rental rates, the scale will range from 1.5 cents for buildings 30,000 feet and over to three cents for buildings of 2,000 square feet.

The snow removal scale will range from \$1.30 to 300 feet of frontage or more to three dollars for 20 feet of frontage.

Aircraft buildings located 125 feet or more off the main flight line will be given a 20 per cent reduction in the basic ground rental rate, according to the plan.

Robert Simons, city director of administration, said the new rates represent an increase for all renters at the airport, but small renters will be raised more than big renters.

At the bottom of the scale, where percentage raises will be highest, ground rental would go from \$20 per year to \$60 per year.

"What we're talking about is really peanuts," Simons maintained.

Midboe told the committee he felt the new rates were competitive with rates at other state airports, and said they should encourage building at the airport.

The second step in the rate increase, which Midboe recommended by considered before Jan. 1, would be a raise of "at least 10 per cent" in charges for storing airplanes in city-owned hangars.

## Police catch would-be hijacker at city airport

### Hijack attempt foiled, man captured by police

Police armed with rifles rushed to Grand Forks International Airport Saturday afternoon after a man drove onto the runway and threatened to blow up this Northwest Airlines Boeing 727 jet unless his hijack demands were met.

The man (at right in police car) was identified as Charles Donald Stewart, and gave his address as Grafton, N.D. Another photograph page 2.





By BERNIE KUNTZ

A 26-year-old Grafton man who threatened to blow up a Boeing 727 jetliner unless the pilot flew him to California was apprehended by police at Grand Forks International Airport Saturday afternoon.

Charles Donald Stewart, 26, faces federal charges of attempting to commit aircraft piracy, an FBI spokesman said. Stewart told police he is unemployed.

Grand Forks Police Chief James O. Clague said Stewart apparently drove a car, stolen from his brother-in-law, onto the ramp area and parked it beneath the wing of the Northwest Airlines jet, enroute from Winnipeg to Minneapolis when it stopped in Grand Forks at about 2:30 p.m.

Stewart climbed the steps to the plane and told a stewardess he had plastic explosives in the car and wanted a flight to California, Clague said.

Police and airline officials said the man threatened to blow up the aircraft, its 56 passengers and six crew members.

Pilot Gene Buggington told him to get off the aircraft, and as the man came down the steps he was grabbed by Grand Forks Policeman Bob Corbett and airline employee Richard Anderson, officials said.

Corbett is stationed at the airport and Anderson works for Northwest Airlines. Corbett called police headquarters before making the arrest, Clague said.

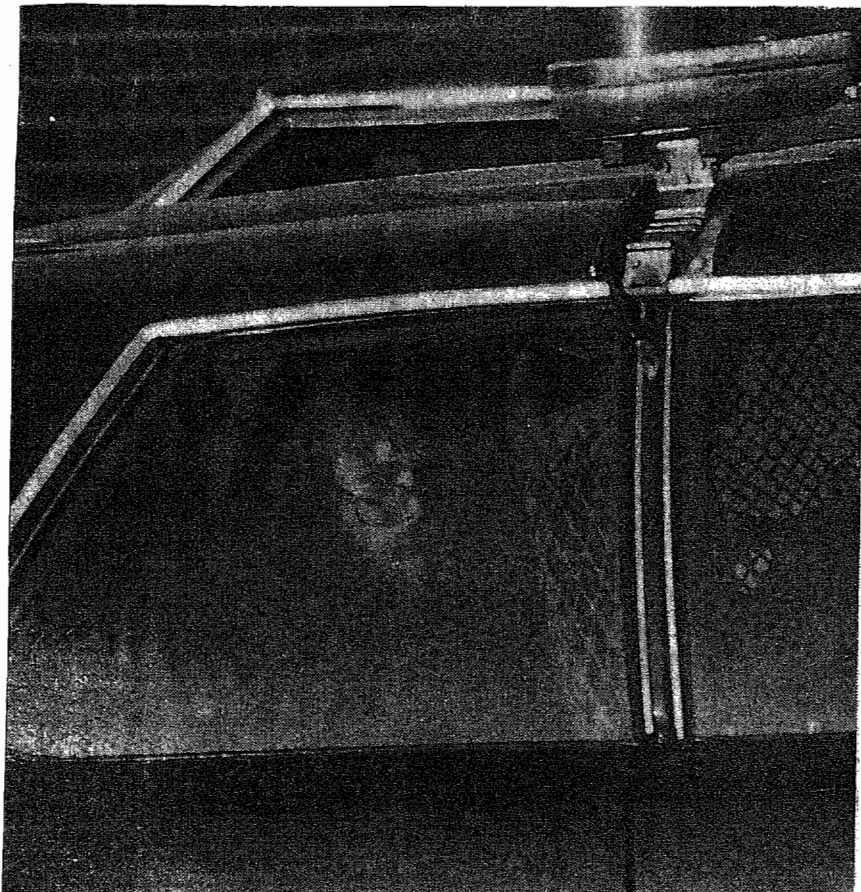
The man was not armed, police said.

Clague said the passengers and crew deplaned, the plane was taxied away and the car was towed to a nearby field and searched by ordinance disposal men from the police department.

Nothing was found in the car or underside of the plane, police said.

The plane and passengers then resumed their flight, officials said.

Stewart is being held in the Grand Forks County Jail.



Charles D. Stewart  
In patrol car at airport  
after an alleged hijack  
attempt of Northwest jet

LD—Tuesday, Dec. 31, 1974

Wednesday, Jan. 1, 1975

## Hijacker security reviewed

The City of Grand Forks is reviewing security conditions on the airport grounds following Saturday's attempted hijacking, but will probably not alter security inside the main terminal. Director of Administration Robert Simons said Monday night.

"We've met the standards" for security inside the terminal, Simons said. "But we'll be checking things like perimeter fencing" and other outside security.

He said the city would probably "talk it over more with the airlines" before saying North Central and Northwest — the two carriers which use the airport — should be made totally responsible for security at the freight gate.

A 26-year-old Grafton man, Charles Donald Stewart, allegedly drove a stolen car through the gate Saturday, parked under the wing of a Northwest Boeing 727, ran up the stairway into the plane and told a stewardess he wanted to go to California. He said the car was loaded with explosives, according to police.

Stewart was arrested a few moments later by a Grand Forks policeman. He was charged with attempted air piracy Monday.

Simons said he thought North Central and Northwest should be responsible for security at the gate when cars or trucks go through to pick up freight from a flight. But he wasn't sure about other circumstances.

It could be a "cop out to say they are responsible all the time," he said. "It's our airport, after all; it's the public's airport."

But Simons said a person should be available always to see that the gate was unlocked only for the proper people, and locked again immediately after they came or left.

## Security measures to be revised at airport

There will be "a few minor revisions" in security at the Grand Forks International Airport in the wake of Saturday's hijack attempt, "but not any physical changes," Airport Manager Norman Midboe said Monday.

"We'll more explicitly outline the duties and responsibilities assigned to airline and airport workers and police," Midboe said.

Midboe said the two airlines which use the airport, North Central and Northwest, should be responsible for the freight gate through which 26-year-old Charles Donald Stewart allegedly drove a stolen car onto the airfield Saturday.

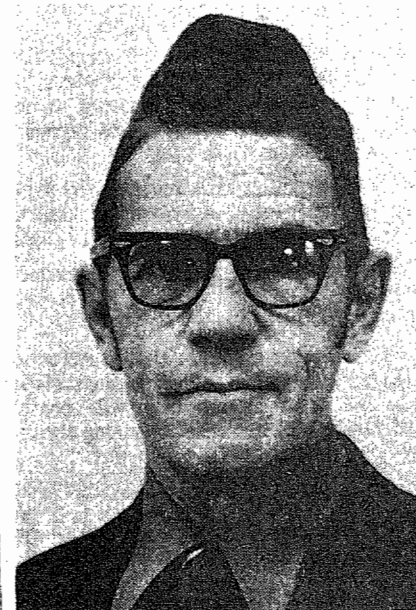
Stewart parked under the wing of a Northwest Boeing 727, raced up the stairs into the plane and told a stewardess the car was filled with explosives, according to police. Stewart, unarmed, was captured quickly by an airport security guard.

Midboe said he had "no way of knowing whether the gate was closed Saturday. "And even though it was closed, it might not have been locked," he said.

The gate is not visible from the boarding area, Midboe said. "It would be very easy to overlook closing it."

Construction crews working on an addition to the airport have been passing through the gate regularly, but Midboe said work is close enough to being finished that "from now on we ought to be able to leave it closed."

He said the Federal Aviation Administration told him Monday it will conduct an investigation of the incident. The FBI also is "making a full report," he said.



Norman Midboe  
Airport manager



# Accused hijacker attempts escape

By MICHAEL VADNIE

A federal prisoner accused of attempting to hijack a jetliner in Grand Forks Saturday is in United Hospitals-Deaconess Unit Friday with a possible broken neck after attempting to jump out of a second floor window at the Federal Building.

Charles Donald Stewart, 26, Stockton, Calif., and formerly of Grafton, N.D., was listed in serious condition Friday "and further X-rays are being ordered to determine the full extent of his injuries," a hospital spokesman said. Stewart can still move his extremities but the possibility of a fractured cervical vertebra exists, the spokesman added.

Stewart was placed under armed guard at the hospital after the escape attempt late Thursday morning following a U.S. magistrate's hearing, according to federal authorities.

U.S. District Court Judge Paul Benson signed an order in Fargo, N.D., Thursday afternoon committing Stewart to a federal medical facility in Springfield, Mo., as soon as possible.

U.S. Attorney Harold Bullis, Fargo, made the motion before Benson citing the attempt at jumping from the second story window as one reason.

Bullis added, "We feel the purpose of a mental examination is to determine first his mental condition at the time of the alleged offense and to see if Stewart is competent to aid in his own defense and to understand the charges."

In his affidavit supporting the motion, Bullis cited past emotional problems of Stewart including suicidal tendencies. Bullis said Stewart had attempted suicide while in custody in Grand Forks County Jail.

One of the jailers at Grand Forks said he had not noticed any direct attempts by Stewart to take his own life, "but that his tendencies appeared to be in that direction."

Stewart told Magistrate David Kessler at his initial hearing Monday that he receives federal benefits for what he called "emotional disability."

According to authorities, Kessler, who presided over a hearing in which Stewart waived his right to a preliminary hearing, had left Room 218 of the federal courthouse when the attempt to jump took place about 11:35 a.m.

Stewart's court-appointed attorney, Wallace R. Goulet Jr., Grafton, who was requested by Stewart, was present at the hearing and when the incident occurred.

Stewart was in the custody of Federal

Bureau of Investigation Special Agent Arthur H. Turner, Grand Forks, when the attempt took place.

Agent-in-Charge Joseph Trimbach, Minneapolis FBI office, said Friday morning the incident is still under inquiry.

He went on to say that Stewart was in handcuffs when "he attempted to break loose and dive through a window and in doing so struck his head on the glass of the closed window."

Following a scuffle he was taken into custody again. Turner was not injured, Trimbach said.

Turner, Trimbach acknowledged, is not allowed to comment specifically on the incident.

Stewart was being returned to Grand Forks County Jail in lieu of \$3,000 bond,

which Kessler had continued from the first hearing Monday.

Stewart is alleged to have attempted to hijack a Northwest Orient jetliner from Grand Forks International Airport to California to visit his three-year-old daughter.

Grand Forks Police and airline employees captured Stewart as he deplaned in Grand Forks Saturday afternoon. He allegedly told airline employees he had plastic explosives in his car which he had parked under the jetliner on the runway.

Police later discovered the car was no wired for explosives and when taken into custody, Stewart was not armed, authorities said.

If convicted, Stewart could be subject to a prison term of 20 years minimum to penalty of death.

# Grand Forks Herald

Vol. 95, No. 189

Grand Forks, N.D., Friday, January 3, 1975

Final Home

Price 15c

## Gate responsibility argued:

## Officials knew city airport gate was not secured

By CHUCK HAGA

Officials at the Grand Forks International Airport knew before last Saturday's hijacking attempt that the gate used by the would-be hijacker to gain access to the runway was not closed.

According to sources employed at the airport, Manager Norman Midboe and his assistant, Tom Breton, had argued with airline representatives earlier Saturday about responsibility for that gate.

The officials knew then that the gate was not locked, the sources said, but did nothing about it. The hijacking attempt took place about five hours later, at 2:30 p.m.

Charles Donald Stewart, 26, Grafton, N.D., was arrested by airport security personnel Saturday after he drove his car through the open gate, parked it beneath the wing of an airline jet and demanded to be taken to California. He claimed to have explosives in the car, according to charges brought in U.S. Magistrate's Court here Monday.

Midboe had told a Grand Forks Herald reporter Monday that he had "no way of knowing" whether the gate was closed Saturday. The gate is not visible from the boarding area, he said then, and it "would be very easy to overlook closing it."

But an airline employee, who asked that his name not be used, said Midboe and Breton had talked with him and others early Saturday morning about the gate, "so he knew it was open then."

The employee said the gate apparently had been open all night. He said he told Midboe he couldn't close the gate and lock it because he hadn't been issued a key.

Midboe said Thursday the airlines "had been issued keys, but their employees didn't know that yet."

The airline employee said the airlines received letters from the airport management dated Dec. 28 — the day of the hijacking attempt — notifying them that they would become responsible for the gate and others on Jan. 1, Wednesday.

"Now we have a key and the other airline has a key," the employee said, "but we received that letter on the 30th," or two days after the hijack attempt. "At the time (Saturday morning), we were aware it was open," he said. "We told them (the airport managers) that it should be locked, but it wasn't done."

"It could have been a real tragedy. People could have been killed. Fortunately, the guy didn't have the real thing in his car."

The airline employee said he wanted to clarify what happened "so we can avoid another situation like that." He said he is aware the Federal Aviation Administration (FAA) is planning an investigation, "but they might not talk to all the people and get all the information."

An FAA spokesman said Thursday that he hadn't been notified yet when the investigation would begin. Midboe said he expects the investigation to start sometime next week.

Midboe said he expects the FAA examiners to find that "Mitigating circumstances" outweighed any mismanagement that may have occurred on the day of the hijacking. The airport is being expanded and remodeled and construction crews have been going through that area frequently.

But the employee said the gate could have been locked with "a chain or something." He said the management's failure to do something about the open gate "is another example of the kind of sloppy management" that he said has been prevalent at the airport.

Midboe said he had talked to the airline employees on Saturday morning, and "asked them to close that gate and watch it. But at that time we didn't have any written agreements with the airlines — there was no specific responsibility assigned at the time of this incident."

Asked why he had said earlier this week that he didn't know the gate was open, Midboe said, "At that particular time

(Monday) I didn't see any reason for saying anything different." He said it was something he didn't think should be discussed in the paper.

"It was 100 per cent a construction problem up to that point (the time of the hijack attempt)," he said. "With people working around there all the time, that's what caused the problem. You've seen construction sites — there's no way you can keep control."

Asked why he hadn't had the gate closed and locked after his conversation with the airlines representatives, he said he had assumed they were going to do it. But the airline employee said they told him they couldn't, without a key.

Midboe said he believes security at the airport is sound now, although construction work continues.

Midboe and people at the airport who work under him are city employees, while other workers there are responsible to the airlines, car rental agencies and other private or federal government agencies who lease space from the city.

The airport management came under some fire last July when a City Council committee investigated complaints about the appearance of the airport and service there. City employees stationed at the facility claimed most of the problem was due to a lack of personnel and funding.

1-3-75



# Grand Forks airport tightens security

By STUART SMITH

City officials say security has been tightened at Grand Forks International Airport since a hijacking attempt Dec. 28, but they are waiting for a government report before assigning responsibility to a freight gate through which the hijacker entered.

Airport Manager Norman Midboe notified Northwest and North Central airlines Dec. 30 that they would be responsible for security at the gate starting Jan. 1.

But he said this weekend that the government report could indicate that "the city might still be responsible for that gate." He did not elaborate.

Jesse Ayala, a Federal Aviation Administration investigator from Denver, questioned airline employees and policemen Friday about the hijacking incident. He also spoke with Midboe, Assistant Manager Tom Breton and Robert Simons, the city's director of administration.

Ayala, who left Saturday, said from Denver Monday he was "not authorized to make a statement," on his investigation.

Managers of both airlines said they have been issued keys to a new lock for the gate, and Howard Peterson of Northwest said he has made a few copies for his employees.

He said the gate is kept locked now, and is opened and closed behind any car or truck which enters.

Both managers were issued keys to the gate about a month ago, but were not told that any duties went with them.

About 40 keys were issued then, 20 to city employees at the airport, and the rest to FAA employees, rent-a-car companies and some temporary keys to construction crews working on the airport expansion project, according to a city airport employee.

The employee said that before the hijacking attempt, it was the job of the fireman on duty to lock the freight gate for the night at 11 p.m. and unlock it each morning at 6 a.m.

Midboe said this was not done "as a matter of policy."

He has said that the construction at the airport caused the security problem on the day of the hijacking. "You've seen construction sites, there's no way you can keep control," he said.

Midboe said that when construction is finished — tentatively set for the middle of this month — "we will have to completely revamp our security," especially inside the new terminal.

"It will be a logistical problem; where should law enforcement officers be positioned?" he said.

# City airport security hit in hijack case

By STUART SMITH

A preliminary government report says the city airport management is apparently to blame for poor security conditions which led to the attempted hijacking of a jet airliner here Dec. 28.

It is the duty of the "airport operator — the City of Grand Forks — to maintain adequate protection against unauthorized access to the air operations area," said a statement released Monday by the Denver regional office of the Federal Aviation Administration.

"Our preliminary investigation appears to indicate that the airport operator did not fulfill this responsibility," the statement said.

"Should our final report indicate that there is a violation of the pertinent federal aviation regulations ... we will in all probability take action against the city to collect civil penalties in the maximum amount of \$1,000 for each violation."

An FAA spokesman said the final report is not expected "for several weeks. We are still taking written statements from the people involved."

The statement is the product of an inquiry conducted here Friday by FAA investigator Jesse Ayala, who said Monday he questioned airline employees and policemen about the hijack attempt, and spoke with Airport Manager Norman Midboe and his assistant Tom Breton, as well as Robert Simons, city director of administration.

Midboe had maintained that responsibility for security at a freight gate by which the hijacker was alleged to have entered lay with Northwest and North Central airlines — the two commercial carriers at the airport.

On the morning of the hijack attempt, Midboe spoke with airline employees and

wrote memos to the two airline managers telling them it was their job to provide security at the gate.

The memos arrived two days later, and since Jan. 1, Northwest and North Central have been watching over the gate, according to the airline managers.

But Midboe said this past weekend, after the FAA investigator's visit, that the government report could show that "the city might still be responsible for that gate." He did not elaborate.

The suspected hijacker, Charles Donald Stewart, 26, Grafton, N.D., is in a local hospital recovering from a broken neck. He injured himself when he tried to jump through a second story window in the Federal Building following a U.S. Magistrate's hearing Thursday.

Stewart was arrested after he drove a car through the open freight gate, parked it beneath a Northwest 727 and demanded to be taken to California. He said he had explosives in the car, according to charges filed against him last week.

Director of Administration Simons said Monday he has not been officially informed of the FAA statement. But he said he is "hopeful that the information we furnish to them (the FAA) will be given serious consideration due to the recent construction work" at the airport.

Midboe has said construction on an enlarged terminal building has made it difficult to keep up tight security. He said he hoped the FAA would find this a "mitigating circumstance" in its investigation.

Simons indicated Monday that an investigation of his own may have turned up weaknesses in airport security, "but you don't tell people about your weaknesses. You correct them."

# Aviation fuel, hangar costs increase

The price of aviation gasoline and hangar rental rates at Grand Forks International Airport will increase as a result of City Council action Monday night.

Aviation gasoline will be raised one cent a gallon, bringing the cost of 80-87 octane fuel to 62 cents and 100-130 octane fuel to 65 cents.

Hangar rental rates will rise an average of 15 per cent, with the minimum charge for open space storage hangars going from \$27.50 a month to \$32.50 a month, the minimum for small tee hangars rising from \$33 a month to \$40 a month, and the minimum for large tee hangars increasing from \$38.50 a month to \$55 a month.

In addition, the council asked Airport Manager Norman Midboe to provide a breakdown of losses at the airport. Due to equipment depreciation, the airport lost \$76,596 in fiscal 1973 and \$67,730 in fiscal 1974.

Midboe had told the public safety committee that the increases were needed to meet the demands of inflation. Comparative figures showed the new rates to be in the same range as prices charged at Minot and Bismarck. The Grand Forks rates had been below both other airports, Midboe said.

In other action, the council:

- Sent back to its public service committee a request by RBJ Apartments to build three-story buildings on S. 25th Street. The developers started the buildings this fall after getting a building permit from the city, but when City Engineer Frank Orthmeyer discovered that the area was zoned to a maximum of two stories, he sent the developers a letter saying they had to ask for an amendment to their development plan or give up their building permit. "The permit never should have been issued in the first place," Orthmeyer said.

- Accepted the low bid of Soli Insurance of \$10,172 for coverage of the city's vehicles.

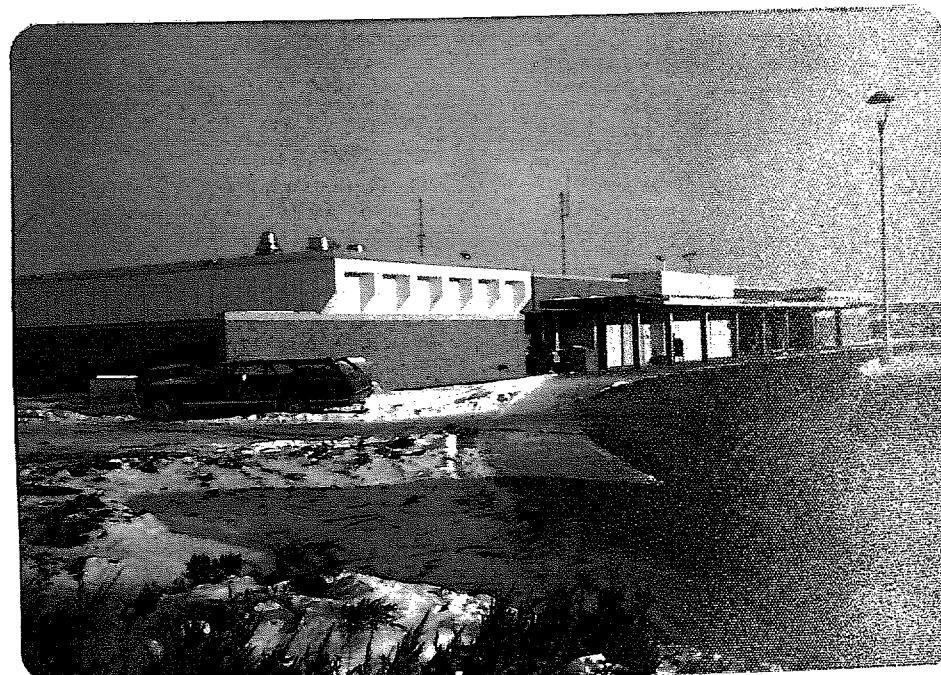
- Extended until June 1 the time for Eickhof Construction Company to finish an alley paving project on 12th and 13th Streets between 13th and 14th Avenues South.

- Approved selling a small piece of land at S. Washington and 13th Avenue S. to Philip Rothenberger, providing he use it only for landscaping and parking.

- Okayed purchase of part of a lot across S. Fifth Street from the County Courthouse where the city hopes to build a new police station. Cost was \$38,000. The land was bought from the Urban Renewal Agency.

## HIGHEST AND LOWEST

In 1971, the highest bank interest rate was that of Brazil at 20 per cent, and the lowest, that of Morocco at 3½ per cent.



TERMINAL BUILDING AS IT LOOKED AFTER COMPLETION.



# City tells FAA that construction interfered with airport security

1-19-75

By STUART SMITH

Grand Forks should not be held responsible for poor security on the day of an attempted hijack at the airport because of a construction project there, city officials argue.

Robert Simons, director of administration, said that because of the construction, "we hadn't gotten to the stage where we said who was responsible for security."

at a freight gate by which the hijacker allegedly entered.

Simons, who last week mailed a letter outlining the city's position to the Federal Aviation Administration, said he expects FAA investigators will find "justifiable circumstances" which will exonerate city airport management.

Though he declined to make the letter public, Simons said the city's case revolved around the question of who is responsible for security during construction.

Simons said the city had planned to amend its required security program after a new expanded terminal building was finished.

"Normally, I think this would be done after construction. We hadn't been told to amend our plan for construction, and the FAA approved the construction," he said.

The security program outlines who is responsible for what areas, identifies areas with inadequate security, presents a plan to improve security and tells who has access to what places, according to FAA regulations.

An FAA spokesman said he "didn't really think" a security plan had to be amended for a construction job, but Simons said other FAA officials had told him that the city, "as overall operator of the airport" was "generally responsible" for security.

The FAA issued a statement Jan. 6 saying a preliminary study indicated that the city "did not fulfill" its duty to protect against "unauthorized access to the air operations area."

The statement said if further investigations uncovered breaches of FAA rules,

the city could be fined up to \$1,000 for each violation.

The FAA spokesman said last week that one of the violations under study is the allegation that the freight gate was left open.

"Gates are supposed to be locked, there has to be somebody on watch and people have to be identified," the spokesman said.

The spokesman said that the city could delegate responsibility for security to an airline by putting such a provision in the airline's lease.

City officials claim that on the morning of the hijack attempt, Airport Manager Norman Midboe told Northwest airline employees that the airline would be responsible for security at the freight gate.

But Midboe's formal memo on the gate did not reach Northwest officials until two days after the attempted hijack.

Simons said FAA officials have told him that even with a lease, if an airline doesn't meet its duties, the city can still be held responsible.

"We're trying to make the best out of a bad situation," Simons said. "If they (the FAA) say we should be fined, we're not going to make a big deal out of it."

He said that when the FAA's final report is issued, he assumed it "will be made public, and it should be made public."

The FAA spokesman indicated that could be several weeks away.

The suspected hijacker, Charles Donald Stewart, 26, Grafton, N.D., is still in a

local hospital recovering from a broken neck. He injured himself when he tried to jump through a second story window in the Federal Building here following a U.S. Magistrate's hearing.

Stewart was arrested after he allegedly drove a car through the open freight gate, parked it beneath a Northwest 727 and demanded to be taken to California. He said he had explosives in the car, according to charges filed against him. No explosives were found.

## City gets grant for airport, but conditions set

1-26-75

The North Dakota Aeronautics Commission, meeting at Bismarck Saturday, granted to the City of Grand Forks \$14,722 to pay part of the cost of constructing an addition to the airport terminal building, subject to several conditions, according to Harold G. Vavra, commission director.

Grand Forks asked for a \$50,000 state aid grant. Vavra said the amount granted was all that was available at this time. John D. Odegard, Grand Forks, a member of the aeronautics commission, urged the body to grant to the city airport all funds now available from a two per cent excise tax on jet motor fuel sold at airports.

Odegard emphasized the extreme financial problems which the city is having in financing airport terminal building expansion.

Vavra said the commission attached conditions before the grant can be paid, including the requirement that the city council establish an "operating airport authority" with the appointment of an airport authority commission, as provided for in the state airport authorities act.

Vavra said the city council has appointed itself with all the powers of an airport authority to govern the airport, but does not have a separate airport authority commission.

The State aeronautics Commission took the position that the city council should improve the overall financial and policy management of the airport. The commission said the council should give up policy making control of the airport by turning it over to an operating airport authority.

The commission said that an operating airport authority could devote more time to the making of plans, policy, and financial decisions affecting the airport than could the city council, which has to govern the entire framework of city government.

The grant is also conditioned upon the city submitting a five-year plan listing needed future airport improvement projects and their priority.

## Grand Forks Area Business News

### Expanded air service for Grand Forks has support

The North Dakota Aeronautics Commission at Bismarck has supported application of two airlines which include new service from Grand Forks.

Harold G. Vavra, director of the state commission, said support is being given to Frontier Airlines of Denver, for a new route between Grand Forks, Fargo, Rapid City, S.D., and Denver. Vavra said Frontier Airlines officials have been exploring the potential of such a route for the past several months. An official of the Denver airline recently met with civic groups in Grand Forks and Fargo and with the director of the Aeronautics Commission to determine potential passenger traffic between Grand



Vavra

Forks, Fargo and Denver.

The commission is also supporting the bid of North Central Airlines for single plane service between Grand Forks, Minneapolis, Chicago and non-stop to New Orleans, La.

The Aeronautics Commission allocated a \$10,000 matching grant to the Pembina, N.D., Airport Authority, for its general aviation facility for an overlay runway pavement which is to be constructed this summer.

The commission adopted a resolution supporting the application of Norcanair to the Canadian Transport Commission at Ottawa, Canada, asking for a new transborder air route between Regina, Sask., and Minot, N.D. The firm also provides air service to Regina, Saskatoon, Sask., and Prince Albert, Sask.

## Grand Forks Herald

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### Airport liquor license approved

The Public Safety Committee of the Grand Forks City Council Tuesday recommended approval of an on-sale liquor license for the airport terminal bar.

The license would be awarded to Henry Kimble, airport bar lessee, pending action by the full council.

The committee also approved proposed prices of drinks at the bar, which would open next month. The full council does not need to consider the proposed prices, which will range from 80 cents to \$1.25 for liquor, and 60 cents for beer.

The committee recommended approval to mount up to nine advertising display cases on an

airport terminal wall.

The committee also recommended that the City Council enter new concession leases with Hertz, Avis and National car rental agencies at the airport, with the city continuing to collect six per cent of the income, to be renegotiated in one year.

It also recommended that five rental car spaces be added at the airport to the current 21. The committee agreed to city director of administration Robert Simons' recommendation that the number of spaces should be limited to 26 in order to clear the way for some short-term public parking near the front of the terminal.



# Airport expansion project to cut crowded terminal conditions

By STUART SMITH

No more bumping, crushing, smoky crowds — everyone rushing to catch a plane, leave a plane, find a bag, buy a ticket — all in the same place.

That's what Airport Manager Norman Midboe hopes will come from a nearly completed expansion project at Grand Forks International Airport.

No longer will all the necessities of airline travel be crammed together in one tiny lobby.

The \$500,000 project includes an enlarged restaurant, gift shop, observatory and an entirely new system of baggage handling.

There are two new wings at the airport, as well as a substantially altered lobby.

There will be only one entrance in the remodeled lobby. Plans call for the double doors on the Northwest Airlines side to be removed. In their place go three booths for rental car agencies, one each for Hertz, Avis and National.

There will be automatically opening sliding doors where the North Central Airlines entrance used to be. The doors have arrived, according to Robert Simons, city director of administration, but the mechanism to operate them has not.

They could be among the last improvements installed.

Ticket counters will stay where they are, as will baggage check-in, Midboe said. But baggage claim for disembarking passengers will move to a wing off to the right of the lobby. Incoming and outgoing baggage will be stored indoors.

Where currently passengers go onto the field to flights, there will be a glassed-in observatory.

Where phone booths stood between the two lobby entrances, there will be vending machines.

To the left of the lobby, in a short hallway, will be a new gift shop. The hallway leads to a new restaurant, called the Pilot's Lounge.

Midboe said the new restaurant will have about a one third greater seating capacity than the old one. Where the old restaurant was located, there will be a bar. Between the bar and the restaurant hangs an accordion-style wall, which can be rolled back for big events. Total seating capacity in the bar and restaurant is about double that of the old restaurant, Midboe said.

To the right, as passengers enter the lobby, is the wing that

houses the new boarding, baggage and security areas. The customs office is there, too.

The expansive boarding area, with its two gates and four dozen chairs, will be cut off from the lobby by a white security tunnel.

The doors to the flights outside are partitioned off by two diagonal walls, each of which cuts across corners of the room.

At each end of each diagonal wall is a door — four in all. Each door opens only one way. Passengers boarding a plane enter by one door, then go through the outside door to their flight. Passengers arriving come through the outside door, then through the door at the opposite end of the diagonal wall.

Midboe said the double door system is designed to help traffic flow and aid security.

When passengers get off a plane they will never have to enter the lobby — or even cross the path of a departing passenger.

Arriving passengers can go straight to the baggage claim area — only a few feet away from the boarding area in the same wing — claim their bags, and leave by a special door also

featuring the automatic sliding mechanism, at the other end of the baggage claim area.

The baggage claim area also houses a floor-to-ceiling wire cage for storing freight.

Midboe said no immediate expansion of the airport parking lot is planned to go along with the terminal expansion. American Parking Company of America (APCOA), a subsidiary of ITT, owns the lot and a piece of land almost the same size next to it.

Midboe said, however, that APCOA representatives had indicated to him they might consider expansion in the future.

The original estimate on the project was \$390,000, Midboe said, but higher-than-expected costs and a \$43,000 paving project upped the figure to about \$532,000, according to Simons.

Although a consultant's report recommended several years ago that Grand Forks should build a completely new terminal, that suggestion was rejected as too expensive. Midboe said such a project would have cost \$3.5 million.

As it is, the city has applied for a grant from the State Aeronautics Commission for \$50,000 to help defray expansion costs.

## Strinden offers bill to remove powers of state air agency over jet fuel tax

By STUART SMITH

Rep. Earl Strinden, R-Grand Forks, has introduced a bill in the state House to strip the State Aeronautics Commission of its power to redistribute airline jet fuel taxes.

Strinden's bill grew out of city reaction to a commission attempt to attach conditions to a \$14,722 grant to the city airport. Among the conditions was creation of a five-member airport authority to administer the facility.

The City Council currently acts as the airport authority here.

Commissioner Harold Vavra said the conditions were "guidelines for every airport for getting grants from the jet fuel fund. This was not aimed in any manner at Grand Forks."

But city officials said the conditions exceed the commission's authority. "I don't think it's legal for the commission to impose conditions to tie strings to the management of the airport," said Robert Simons, director of administration.

"If that's the way they're going to handle things," Strinden said, "we'll just make a change in the way the money is handled."

His bill would provide that the two per cent jet fuel tax go directly to the state treasury, where it would be given back to cities in proportion to the amount they put in.

At present the commission receives the tax — collected from airports at Williston, Bismarck, Minot, Jamestown, Fargo and Grand Forks — and redistributes it as it sees fit.

The \$14,722 was the total amount in the tax fund, which has been building up since 1973, when the tax was first imposed. The grant was the first to be made from the fund.

Grand Forks received the full amount because it needed help to pay for a \$500,000 terminal expansion project, now nearly complete, said John Odegard of the University of North Dakota aviation department, a member of the commission.

He said the conditions were designed "strictly to try and help Grand Forks get the airport on its feet." He described the airport as "constantly in trouble." Currently the facility is under FAA security investigation over a hijack attempt Dec. 28.

"It's one crisis after another," Odegard said. "It all comes down to the way it is managed. The City Council can only do it on a part-time basis."

"They can only give it attention in crisis. The airport is a full-time job and somebody has to watch it 24-hours a day. The City Council can't physically do it and they know that."

Vavra said a five-member authority, which could be appointed by the council, would have "more time and expertise to devote to policy and management."

He points to the existence of 74 airport authorities in the state now as evidence to support his position.

Vavra said the authority could be made up of two members with backgrounds in aviation, one member of the City Council "to provide liason" and two "well-known citizens with stature."

City officials agree an airport authority is needed, but they do not want to relinquish control under the circumstances outlined by the commission.

"I don't feel we should put \$500,000 into an airport and turn it over to five people," said Mayor C. P. O'Neill. "No way would I take \$14,000 and give the airport to five people."

O'Neill maintained working on the authority would become "a part time job, just like any other commission." He said limiting membership to local people would be a mistake. "The members should be speaking for taxable groups," such as Grand Forks County, and possibly other cities and counties in Minnesota and North Dakota.

"To be meaningful, an airport authority should have taxing power and it should cover a wide range in all directions."

The three-year-old airport master plan says the airport, serves all of Grand Forks, Walsh and Pembina Counties and about half of Traill, Steele, Nelson and Cavalier Counties in North Dakota and all of Kittson County and half of Polk and Marshall Counties in Minnesota.

"But how do you sell Grafton on supporting an airport that serves it, or better yet, how do you sell East Grand Forks?" Simons asked.

Currently, only residents of Grand Forks city are taxed to support the airport. The rate is four mills, the maximum allowed by state law. City residents contribute about \$125,000 a year to the airport.

The airport master plan said creating a large authority would take much time and probably would result in confusion over representation and cost-sharing. If the authority were to include cities and counties in Minnesota, the Minnesota state legislature would have to approve it, the plan said.



HERALD PHOTO

### New giftshop

The view to the left of the main lobby at the expanded airport terminal. Giftshop, with books, magazines and

souvenirs, occupies hallway leading to new Pilot's Lounge restaurant.



# City faces \$1,000 federal fine in hijack case

By STUART SMITH

The City of Grand Forks faces a \$1,000 federal fine for not locking a freight gate at the airport on the day of a hijack attempt in December.

In a letter to the city, the Federal Aviation Administration said that the airport's security program made it clear that "all vehicle gates in the terminal area were to be locked," and that the gate by which the hijacker entered was not locked.

"It appears that the City of Grand Forks violated . . . federal aviation regulations," the letter said.

"Upon consideration of all the facts and circumstances contained in the report, including your letter of Jan. 15, 1975, (in which the city argued its case,) we would not feel justified in settling . . . for any sum less than \$1,000" — the maximum civil penalty allowed by law, the letter said.

Mayor C. P. O'Neill said the letter would be referred to City Attorney Gordon Caldis and to the city's Finance Committee for recommendation to the City Council.

City officials have two weeks to decide whether to pay the fine, negotiate a compromise settlement or fight the penalty in U.S. District Court, said Carl Schellenberg, the FAA attorney who wrote the letter.

Schellenberg said the fine was not ironclad. "This is what we propose to do based on our understanding of the matter. We can constantly re-evaluate the action. Should the city come in with new information, obviously we would have an open mind."

But he said the FAA doesn't impose the maximum fine unless it is feels confident of its facts.

"We have to be able to prove them in court," he said. "We have to have a good case."

City officials claimed "mitigating circumstances" freed the city from responsibility in the incident.

The city claimed a construction project at the time of the hijack attempt left the airport administration temporarily up in the air about assigning security responsibility. An expansion project at the terminal has been in progress for many months.

The Herald also learned that the city argued that it sent the FAA an amended security plan last spring, but the FAA never replied.

"We assumed that silence meant consent," said a source at the airport who was close to the investigation. He asked not to be named.

"We were not in compliance with the FAA manual. It was different than what we were doing."

But the source said that although the FAA didn't reply to the amended security program, the program was not followed anyway — "even though the management was aware of it and assumed it was okay. The (amended) plan says all gates to the air operations area are to be locked."

An FAA spokesman acknowledged that the agency didn't reply to the city's amended plan, but said that regulations made it clear that the city was responsible for security in construction areas.

"We didn't know what our responsibilities were," said Robert Simons, city administrator. "And the FAA didn't tell us. We're not trying to point the finger at the FAA, but we think under the circumstances, Grand Forks is not the only one to blame."

The Herald also learned that last spring, the city drew up a lease agreement with Northwest Airlines, the carrier involved in the hijack attempt, making the airline responsible for security at the freight gate.

"We moved on the assumption that an agreement to lease

## Failure to secure terminal gates blamed by officials

(Continued from Page 1)

was binding on them to be responsible for the area," said the airport source.

But the FAA told Simons that even if an agreement was made, but not enforced, the city would still be responsible.

Several other factors may have contributed to the FAA decision, the Herald has learned.

The airport source said that on Nov. 23, eight days after the FAA required all security program restrictions to be in force, a letter explaining the regulations was written for Airport Manager Norman Midboe's signature, to be distributed to airport employees.

The source said the letter was never distributed.

Another source at the airport said, however, that a few days after the letter was written, keys to airport gates were issued to about 20 city employees and the managers of the two airlines — as suggested in the letter.

The letter alerted airport and airline employees to the security program, detailed what would be on required employee security badges, told about necessary vehicle permits and stated that access through the freight gate would be "almost non-existent" after construction was finished.

It also said that after the terminal project was finished, all gates would be locked "24 hours a day." It did not mention security during the construction period.

The letter says, "Those authorized persons requiring access via gates have been issued keys. Persons issued keys are responsible for securing gates after each use. Failure to secure gates will seriously compromise security, and coordination with a higher authority within the involved agency may be required to resolve this security violation."

On the morning of the hijack attempt, Midboe spoke with Northwest Airline employees about responsibility for security at the freight gate, but a memo he wrote on the matter didn't reach Northwest management until two days later.

The FAA conducted at least one "security visit" in 1974, during which investigators turned up "numerous violations," including unauthorized vehicles in the air operations area, according to the airport source.

Neither Midboe nor the FAA would release reports of those investigations. The FAA said they were part of its study of the hijack attempt and Midboe told the Herald, "I don't think it's appropriate to release any more information than you already have."

The source also said the airport is under "intensive scrutiny" by the FAA. He said that in January, investigators made two visits to the airport, and after one, issued a recommendation that the city place another policeman at the airport or move the location of the officer who is there now.

The source said that on the day of the hijack attempt, the officer on duty could not see the freight gate or most of the plane on which the hijack attempt was made.

Charles Donald Stewart, 26, formerly of Grafton, N.D., was arrested and charged with attempted hijacking in connection with the Dec. 28 incident.

Stewart was alleged to have entered the airport by the unlocked freight gate, driven under the wing of a Northwest 727 and demanded to be taken to California.

He said he had explosives in the car, according to a complaint filed with the U.S. Magistrate. No explosives were found.

Stewart broke his neck when he tried to jump out a second story window in the Federal Building here after his arraignment. He has been transferred to a hospital in Missouri for treatment.

Meanwhile, the city apparently has relinquished temporarily a \$14,000 grant from the State Aeronautics Commission to help finance the controversial \$520,000 terminal construction project.

The commission imposed conditions on the grant, one of which was that the City Council give up its control over the airport to a five-member airport authority.

In response, Mayor C. P. O'Neill had Rep. Earl Strinden, R-Grand Forks, introduce in the legislature a bill to strip the commission of its power to distribute an airline jet fuel tax — from which the \$14,000 came.

Strinden withdrew his bill recently, and a resolution was substituted calling for an interim legislative investigation into the needs of regional airports.

O'Neill said he has written commissioner Harold Vavra asking the commission to reconsider its stand. Vavra said no date has been set for a meeting on the mayor's request.

City officials have complained privately and publicly that the airport authority condition is a veiled power play by the University of North Dakota to take control of the airport.

John Odegard, chairman of UND's aviation department, is a member of the State Aeronautics Commission.

City officials say Odegard would like to serve on the authority; UND sources say Odegard's experience and expertise would make him a capable candidate.

UND provides the airport with a substantial portion of its business volume, but a long-range study of the facility, done about three years ago, says that portion will decrease in the future.

The proposed authority would have five members, Vavra said — two people familiar with airport operations, two "citizens of standing," and a city councilman, who also would act as liaison between the authority and the council.

City officials say the authority should be more far-reaching — encompassing all the cities and counties in Minnesota and North Dakota which are served by the airport. They say the authority should have taxing powers.

Currently, only residents of Grand Forks pay taxes to support the airport. The rate is four mills, the maximum allowed by law. Each year, city taxpayers contribute about \$125,000 to the airport.

## City seems willing to pay FAA fine

By STUART SMITH

The City of Grand Forks appears willing to pay a \$1,000 fine assessed by the Federal Aviation Administration for leaving a freight gate unlocked on the day of an attempted hijack at the municipal airport in December.

"Haven't we had enough exposure on this already?" Mayor C. P. O'Neill asked the city's Finance Committee Tuesday. "If we're going to pay it, let's pay it."

"Let's pay it and get it over with," said alderman Neome Bushaw.

The Finance Committee recommended to the City Council that the fine be paid after City Attorney Gordon C. Caldis assured committee members the FAA letter imposing fine said the city assumed no guilt in the matter.

Caldis chafed at the fact that the FAA was imposing maximum fine for a violation of federal security regulations and "not giving us any credit for mitigating circumstances," including that fact that "a construction crew need to use that gate."

Caldis said, however, that the construction crew was an "agent of the city," so "we stand at the base of responsibility" for security at the gate, although he maintained there was no "willful intent" to violate federal rules.

And though he said it wasn't equitable to assess the maximum penalty, "unless it's a matter of principle, I suggest we settle it" for the amount the FAA asked.

Caldis said it would cost the city just as much to fight the penalty in U.S. District Court.



## City airport man fired after story in Herald

By STUART SMITH

A part-time city employee who provided information to the Herald for a story on security at the airport was fired the day after the story appeared.

Hal Adams, who worked as an accountant in the office of Airport Manager Norman Midboe, was fired Saturday, after a Herald story quoted from a letter he had written to Midboe in November alerting airport employees to federal security regulations.

Adams said Midboe never distributed the letter.

About a month later, Charles Donald Stewart, 26, allegedly attempted to hijack an airliner after driving through an open freight gate, which was supposed to have been locked.

The city on Tuesday tentatively agreed to pay a \$1,000 federal fine for leaving the gate open.

Adams said city officials have told him that he was fired because he "overstepped his bounds" by writing the letter and was suspected of talking to the Herald.

Tom Longmire, the city's personnel director, said Midboe fired Adams because he was "generally dissatisfied" with his work. Longmire said part-time employees have no recourse if they are fired.

Adams was dismissed without notice.

Midboe told the Herald he was "not really dissatisfied" with Adams's work and added that the dismissal "didn't have anything directly to do" with the article.

"Why should I tell you to begin with?" he asked. "I shouldn't have to explain why I dismiss a part-time employee."

Adams said he spoke to the Herald because he "felt a moral obligation to myself and the city."

He said he has been offered a job with the University of North Dakota Aviation Department.

## City Council okays paying federal fine

City aldermen agree reluctantly Monday night to pay a \$1,000 federal fine imposed because a freight gate was left open at the municipal airport the day of a hijack attempt in December.

"Both you and I have seen gates like this open at other airports," alderman Robert Wedin told Mayor C. P. O'Neill during the council debate.

"The government should realize the situation we were in, too," he added, referring to the fact that a construction project was in progress at the time of the hijack attempt.

## Frontier's Denver link recommended

The Grand Forks Chamber of Commerce Aviation Committee gave its blessing Thursday to a proposed Frontier Airlines route application linking Grand Forks and Denver.

The committee recommended to the Chamber Board that it give full support to the Frontier application. The action was taken after the committee had heard from Kenneth Smith, Denver, Frontier's director of civic affairs.

The Frontier application, expected to be filed within 90 days, proposes a flight from Grand Forks to Denver, with stops at Fargo and Rapid City, S.D., each morning and a return flight, with the same stops, each evening.

Smith said the route would be served with a 97-passenger 737 jet aircraft, which would overnight at Grand Forks. He said it would offer travelers from this area better service to Denver and points to the Southwest than now is possible.

Currently those flying to the Southwest must either fly to the Twin Cities to meet connecting flights or drive to Bismarck to board Frontier flights there.

According to Smith, the proposed Grand Forks-Denver route would connect conveniently with other Frontier flights at Denver. Frontier serves such Southwest centers as Las Vegas, Phoenix, Albuquerque and Tucson. Interline connections also would be available at Denver for Los Angeles, San Francisco, San Diego and other points.

Frontier, which now serves Minot and Bismarck-Mandan in North Dakota, presently has routes for 109 cities in 16 states and Canada.

Smith estimated that it would take a minimum of six months and possibly a year to win Civil Aeronautics Board approval for the new line. He said, however, he was optimistic that the route will be approved because Frontier studies show that the airline can provide the new service to Grand Forks and Fargo without subsidies. He said he thinks service on the new route could start within three months after certification.

In another similar action, the aviation committee gave its support to an application by North Central Airlines for a route connecting Chicago and New Orleans.

City officials argued to the Federal Aviation Administration that construction workers used the gate constantly, making it difficult to keep locked.

City Attorney Gordon Caldis told the councilmen that in paying the fine, the city assumed no guilt. "We are not admitting liability" according to the terms of the fine, he said.

Despite Caldis's assurances, two aldermen, Dennis Hogan and Neil Hensrud, voted against paying the fine. Wedin, Eugene Lavoy, Martin Schuster, Tom Hagness, Clifford Thomforde, James Johnson, Neome Bushaw and Lloyd Steinmetz voted for payment.

Caldis told the council it would cost almost as much to fight the penalty in U.S. District Court as to pay it.

5—GRAND FORKS HERALD—Saturday, Mar. 1, 1975

## Fired city worker won't get new job

By STUART SMITH

The Grand Forks airport accountant who was fired last Saturday has been told the city no longer plans to fill the position it said it was creating by dismissing him.

Hal Adams was told in a letter from Airport Manager Norman Midboe that it is now the city's "understanding that we cannot secure an accountant" under the Off-Campus College Work Study Program.

When Midboe fired Adams without notice a week ago, he told Adams the city wanted to hire a part-time college worker to do his job this summer, Adams said.

Adams who provided the Herald information for a story about airport security related to a hijack attempt in December, was fired the day after the story appeared.

Adams said again Friday he has been told privately by city officials that he was dismissed because he was suspected of talking to the Herald.

Robert Simons, city director of administration, was out of town Friday and unavailable for comment.

In his letter, Midboe said the airport would be hiring two part-time college workers to do maintenance jobs such as painting and groundskeeping.

Midboe told Adams that because a terminal expansion project is coming to an end, he will now have more time to spend on "routine office matters," which Adams had been handling.

Midboe also told Adams that "to stay within budget limitations, we did have to eliminate your part-time position at this time."

Adams said he was hired at \$2.75 an hour for 35 hours a week.

## Grand Forks Herald

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## Higher security fencing planned for air terminal

By STUART SMITH

The height of security fencing near the airport terminal in Grand Forks could be doubled soon, the city's Public Safety Committee was told Monday night.

The Federal Aviation Administration, in the wake of its investigation of security conditions at the time of a hijack attempt in December, recommended that the fencing be raised from four feet to eight feet, Airport Manager Norman Midboe said.

The city recently paid a \$1,000 fine for leaving open the freight gate through which the hijacker entered.

Since the incident, a city fireman has met every incoming flight from a position outside the terminal. The fireman is meant to enhance security provided by the city policeman stationed inside the building.

Midboe said the FAA told him the new fence height "could eliminate the need" for the fireman.

"But they don't say, 'would' " he told the committee. "It's up to the city, but it undoubtedly would help with security."

The fence would have to be removed and replaced, the committee was told, because existing poles could not be extended to support an eight foot fence.

Midboe estimated the cost of the project at \$8,000.

About 400 feet of fence would be changed, along with the freight gate and two other access gates, according to Midboe's plans.

The FAA approved the city's four foot high fence when it approved the airport's security program in 1972, Midboe said.

But Mayor C. P. O'Neill pointed out that the FAA objected to the fence before it was installed. Since the fence already had arrived when the objection was registered, it was erected, however, the mayor recalled.

"They changed their mind," City Director of Administration Robert Simons said.

Midboe told the committee that the FAA's Bismarck office said the FAA would participate in the project, "but didn't say how much."

## Council approves 12 summer jobs

The Grand Forks City Council Monday approved funding for 12 summer jobs with the city through the Off-Campus College Work Study Program, a federally-funded program administered through the University of North Dakota.

Under the plan, the city reimburses UND 20 per cent of the salary paid to the workers, plus social security and fringe benefits.

The program, which lasts from May 15 to August 30, will provide two general maintenance jobs at the airport, two general maintenance jobs each in the sewage and water departments, a chemist's assistant in the water plant, a general maintenance job at the Armory Auditorium, two survey rodmen jobs in the engineering department, one auditor's assistant to deal with special assessments, and one job in the new Community Development Agency.

## Few rode U planes for free

By CHUCK HAGA

Only three Grand Forks legislators accepted a free ride on a University of North Dakota airplane during the 1975 legislative session, according to records maintained by the UND aviation department.

Rep. Dan Rylance and Sens. George Longmire and Ken Tweten all rode from Bismarck to Grand Forks March 7 as guests, when weather conditions made car travel difficult, Gerald Skogley, the university's vice president for finance, said Wednesday.

Rep. Earl Strinden also was on that flight, but the UND Alumni Association was billed the standard \$30 fare, Skogley said and the records show. Strinden is director of the alumni organization.

Related stories on Pages 21, 35

Robert P. McCarney, a Bismarck businessman who is leading an effort to refer the UND budget, said earlier this week that it "looks like there's a whole new airline, there's so many planes coming in with legislators."

Skogley, who used the three-flights-a-week air shuttle service himself frequently, said he knew there were empty seats on the March 7 flight, "so I went and rounded up some of the legislators I knew wanted to get home."

Other city lawmakers also used the shuttle, but standard fares were charged.

Strinden charged the fares to the alumni association Jan. 31 and Feb. 21. Rep. Art Raymond charged a special account in his Office of Indian Studies Jan. 31, so he could return to Grand Forks to work in the office, he said.

Rep. Neil Hensrud made one flight Jan. 22 and charged it to an account. He could not be reached for comment Wednesday and university officials were not able to identify the account by the number on aviation department records.

Pat Glassheim, wife of Rep. Eliot Glassheim, rode a plane once to Bismarck to visit her husband. The \$30 fare was charged to the UND humanities department, where she teaches, but Mrs. Glassheim then paid the money to the department.

The other six city legislators apparently had no contact with the shuttle service during the legislative session, according to the aviation department records.

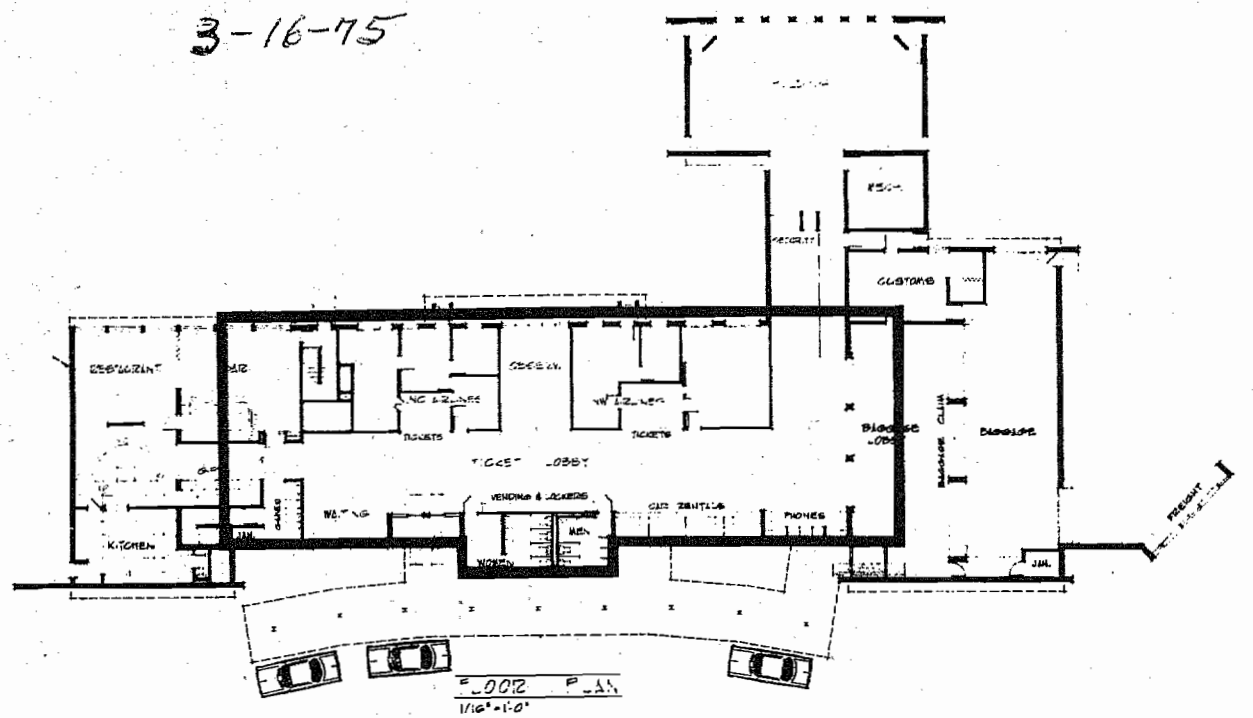
The records show that the shuttle flights normally carried university officials and other state employees, although a few private citizens flew as guests.

Bob Absey, president of the Ramada Inn, and Ed Olson, a vice president of the First National Bank in Grand Forks, were given rides once each, Skogley said, because space was available and special requests had been made.

John Odegard, chairman of the aviation department, said the shuttle's primary purpose is to "save the time and travel money of state employees who need to travel between Grand Forks and Bismarck, and to conserve gas."

He said the air service, which "costs less and uses less fuel than regular car

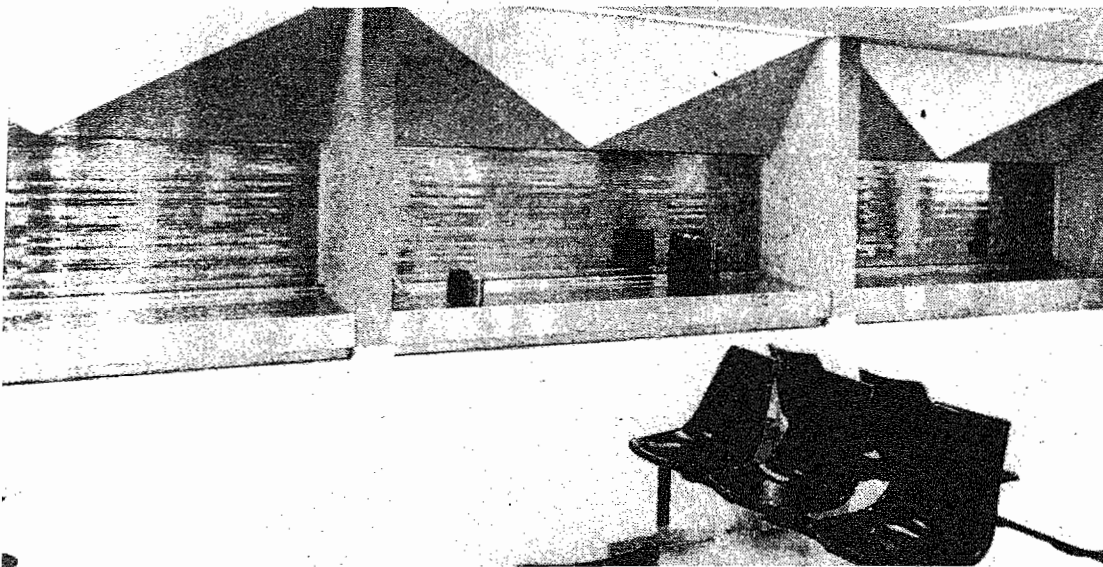




## Airport terminal remodeling finished

The expanded terminal building at the Grand Forks airport is now in use. The \$520,000 addition, completed this month, doubled the capacity of the building. New areas can be seen on the blueprint, above, with the old building outlined in the center.

Upper left, the bar at the Pilot's Lounge, a new restaurant in the terminal. Lower left, the new baggage claim area, and at the lower right, the waiting room which serves the two new airline gates.



## City parking meter study delayed by council group

Action on a proposal by alderman Myron Molstad to study the feasibility of installing parking meters on city streets was delayed by the Public Safety Committee of the City Council Monday in order for the city attorney to issue an opinion on its legality.

Some committee members doubted its legality in the state and none declared outright favor of the idea.

The committee also recommended that specifications be written and bids called for the possibility

of entering a cleaning contract for the airport.

The city has authorized \$22,730 this year for two airport custodians and janitorial supplies, although only one custodian is now employed. Robert Simons, director of administrations, said services of a cleaning firm may cost about \$34,000 a year.

The committee did not act on a proposal to install a traffic signal device for an emergency control system for fire trucks. Simons said an optical system would cost \$30,263. Some members said

they wanted to investigate the possibility of a radio system.

The optical detectors, to be installed by the 3M Company, would be for intersections at Columbia Road and Gateway Drive, University Avenue and N. Washington Street, Gateway Drive and N. Washington Street, DeMers Avenue and Washington Street, S. Washington Street and 17th Avenue S., and Second Avenue N. and N. Washington Street.

The committee also delayed action on holiday fire pay for Fire Department employees.

## Air route proposal wins state support

By The Associated Press  
The North Dakota Aeronautics Commission in Bismarck has voiced formal support for a proposed Frontier Airlines route from Grand Forks to Denver.

The commission filed a statement with the Civil Aeronautics Board urging immediate approval of the route.

"The need for this service is urgent and immediate," the commission statement said.

A recent survey of airline passengers showed they thought a Denver flight from

Fargo and Grand Forks was the first priority for additional airline service in North Dakota, according to the commission.

Commission officials said most air passengers from Fargo and Grand Forks have to fly to Minneapolis and transfer planes before reaching Denver.

The Frontier route could save a Fargo passenger and much as 522 miles on a round trip to Denver and shorten the time span by 44 per cent, the commission statement said.



## North Central asks group to study Denver proposals

North Central Airline officials feel that the Civil Aeronautic Board should hear its case for a Grand Forks to Denver air route along with Frontier Airlines' case.

That was the stand presented Tuesday to Ernest J. Hanson, traffic manager of the Grand Forks Chamber of Commerce, by Jon N. Harty, a staff assistant to the vice president of traffic and sales for North Central, Minneapolis.

Early this month, Frontier Airlines filed its application with the CAB in Washington for authority to operate flights between Grand Forks and Denver, with intermediate stops at Fargo and Rapid City.

Hanson said North Central is pointing out that it filed for a similar route two years ago. He added that Northwest Airlines also had filed previously.

Earlier Tuesday at Fargo, Airport Authority members and Mayor Richard Hentges indicated to Harty that they object strongly to the message that North Central may object to the Frontier application.

Harty explained at Fargo that North Central filed the application "because we felt that the traffic would grow enough to support the service." But, he said, traffic from the North Dakota cities "hasn't grown as fast as we thought it would."

As a result, Harty said, North Central is not interested at this time in Denver flight service for Grand Forks and Fargo. He indicated that reaction by Fargo and Grand Forks officials may alter his company's position on the Frontier application.

Harty reportedly told the Fargo Authority members and Hentges that North Central's plans don't include Denver service from Fargo for two to three years.

In Grand Forks, Harty visited only with Hanson on his unannounced stop.

Hanson pointed out Grand Forks officials probably would be more sympathetic to North Central than Fargo officials would be, because North Central does more business here, with both north-south and east-west

routes. Fargo has only one north-south flight.

Hanson said that of 72,000 boardings here in 1974, 32,000 were for North Central flights. Of that number, about 3,200 or about 10 per cent, made connections at Minneapolis for Denver.

Hanson said, "I expect the whole thing may come to a hearing and the CAB will have to determine who will serve this market."

Harty said at Fargo that if North Central, or another carrier, files an objection, the CAB still could award the service to Frontier or it could set a full hearing on the application.

## City Council approves new security program at airport

A new airport security program has been approved by the Grand Forks City Council.

The new program spells out responsibilities of the city and the two airlines which use the airport.

Though not part of the official security program, one security measure expected soon is installation of an eight foot high fence around crucial parts of the airport, including the freight gate by which a hijacker allegedly entered in December.

The new fence would replace the current four foot fence.

The key difference between the new security program and the old is the new program assigns responsibility for access to the so-called "air operations area" — where commercial airliners load and unload — to North Central and Northwest Airlines, the two carriers that use the airport.

Under the old program, the

city was held responsible for that area.

Because of that provision, the city had to pay a \$1,000 fine for leaving the freight gate open the day of the hijack attempt.

The new program details what information will go on identification cards and security badges.

The program also outlines the duties of the city policeman who is stationed at the airport.

## City, University schedule meeting concerning improvement at airport

University of North Dakota Vice President for Finance, Gerald Skogley, will meet with the city's Public Safety Committee to discuss a bill UND owes the city which is more than three times as high as an original city estimate.

The dispute centers around failure by Grand Forks Airport Manager, Norman Midboe, to notify UND officials when paving estimates for a taxiway, roadway and apron around the UND hangar rose from a city engineering department total project estimate of slightly over \$22,000 to a \$30,550 estimate in one month.

The original project estimate, completed in June, 1973, anticipated city share in the project, which UND agreed to pay, as \$5,500. The Federal Aviation Agency (FAA) was to have paid 75 per cent of the project cost, with

the city share 25 per cent.

Midboe said the original plans did not meet FAA requirements and a new estimate using new plans was made in July, 1973, when the \$30,550 figure was arrived at.

Midboe claimed that although he made no written notification, UND officials knew project estimates had risen.

The University did not receive notification of its final bill of slightly more than \$17,250 until December, 1974, after the actual project cost reached slightly more than \$37,500. UND had authorized payment of the original \$5,500 in June, 1973.

UND officials have complained they were not notified of the sharp increase in project cost.

Committee chairman Clifford Thomforde was in-

credulous the University had not been notified.

"Don't you think it's worth a 10 cent postage stamp?" he asked Midboe.

Midboe said he had not told University officials of the increased project cost because he did not know what the total would be until FAA paid its share. The city had paid the cost of the project and has not yet been reimbursed by the FAA.

Midboe said costs increased when FAA would not pay for the apron.

Committee member Robert Wedin said although handling of the matter was "poor," the University owes the city the \$17,250 and a payment plan should be arranged.

In other airport related matters the committee:

• Awarded a contract for 540 gallons of firefighting

chemicals to 3M Company. National Foam System submitted a lower bid but its aqueous film-forming foam product did not have an Underwriters Laboratory listing, which was part of the city specification for the chemicals.

• Awarded a contract for rental of the airport game room to Andrys Coin Machine Service, Grand Forks. A bid was also received from A & H Vending Company, East Grand Forks. Andrys will give the city 65 per cent of profits or \$200 monthly minimum. The city reserves control over which games may be included in the area.

In other action the committee approved transfer of a lease for ground rental from Wood's Flying Service, Inc., to Valley Hangar Association. Lease terms will remain the same.

### AGENDA CITY COUNCIL MEETING MONDAY, APRIL 21, 1975 7:30 P.M.

- 6-7 Request from John Robertson and Wendell Holt to transfer fixed base operator lease from Montgomery Airspray.

### LEGAL NOTICES

#### CALL FOR BIDS FOR JANITORIAL SERVICE GRAND FORKS INTERNATIONAL AIRPORT

Notice is hereby given that sealed bids will be received by the undersigned until 3:00 P.M., June 4, 1975 in the office of the airport manager in the terminal building at the Grand Forks International Airport, Grand Forks, North Dakota, and will be opened by the airport manager and read to all bidders who may be present for the bid opening.

All bids must be submitted in a sealed envelope upon which there is typed or printed the following: "Bid on Janitorial Service-Grand Forks International Airport" and name of person bidding.

Bids will be taken under advisement and considered by a committee of the City Council and the award of contract, if awarded, will be made within 60 days after the date of opening the bids. The successful bidder for the janitorial service shall be required to put up a surety company bond in the amount as stipulated in the bid proposal within ten days after notice of acceptance of his bid.

The City Council reserves the right to reject any or all bids or to waive any formality in the bids received and to accept any bid deemed most favorable to the interest of the City of Grand Forks.

Copies of the contract documents may be seen or obtained at the Office of the Airport Manager, Grand Forks International Airport, Grand Forks, North Dakota.

NORMAN S. MIDBOE  
Airport Manager  
(May 25, 1975)

## Panel suggests overpass signal for new fire hall

A stop light would be installed on DeMers Avenue between its Fourth Avenue S. entrance and the new Central Fire Hall if a recommendation of the city's Public Safety Committee is approved.

The committee Monday recommended that City Engineer Frank Orthmeyer write a letter to the North Dakota Highway Department asking approval to install the light to halt traffic coming off the DeMers overpass before it reaches the new fire station.

The light would operate only when fire trucks were leaving the station, according to the proposal, which was offered by councilman Myron Molstad.

Molstad also suggested that the light be controlled from inside the fire hall.

Highway department approval is needed because DeMers Avenue is part of the state highway system.

In other action Monday, the committee recommended that several surplus items from

the two abandoned downtown fire halls be sold to the public. A list of items submitted by Chief Lloyd Fairweather included welders and air conditioners.

Also on the list was a special fire truck not used at the old stations, but at the city airport. The truck has become obsolete, however, according to city officials.

Robert Simons, city administrator, suggested the truck be sold by sealed bids.

The committee recommended rejecting two bids for janitorial service at the airport.

The city did not budget any money for the service, which would have cost about \$2,500 per month, according to bids submitted by Wood's Janitorial Service and Automated Maintenance.

The city plans to use its own personnel to maintain the airport, said Simons. Airport Manager Norman Midboe predicted the decision would mean two part-time airport employees would have to be upgraded or replaced with full-time employees.



## Pilots set strike date for Monday

MINNEAPOLIS, Minn. (AP) — An Air Line Pilots Association (ALPA) spokesman said the union plans to strike Northwest Airlines at 2 a.m. Monday unless contract differences are resolved.

A tentative contract agreement was reached with Northwest on July 19 after a 15 minute strike that grounded only a couple Northwest passenger flights, but ALPA spokesman Rob Rezanka said Thursday the agreement apparently was not what it was thought to be.

Northwest officials were not available for comment Thursday evening.

"I think four to five hours of hard negotiations could bring about a resolution of the differences," Rezanka said. "But lacking a resolution of the differences, we have no alternative but to withdraw our services."

The union released a statement to the affected pilots saying that ALPA representatives had met with Northwest officials July 23 to finalize language of the July 19 tentative agreement.

The ALPA statement said Northwest at that time had reopened the contents of areas the union had believed settled previously.

## Travel agencies scurry to aid plane travelers

Travel agency personnel were working at a fast pace here Monday morning to help passengers of Northwest Orient Airlines flights canceled due to the strike by pilots.

"The hardest part is getting in touch with the airlines to make new connections for the people," said Don Nicholson, owner and general manager of Golden Globe Travel Service, 107 N. Third St.

"The airline reservation people have only so many computer terminals," Nicholson said, "so it's difficult getting in touch with them to reschedule passengers."

Mike Engen, a travel planner with Champeau Gullickson, 101 N. Third St., had the same comment.

"People have been calling in all day — the phones have been ringing off their hooks," Engen said. "We can take care of them, but the problem is getting through to the reservation desks at the other airlines."

"We have one airline that's put on a tape-recording already," he said.

Engen said he expected some Fargo, N.D., area people to be driving to Grand Forks to make connections with North Central Airlines here to Minneapolis-St. Paul, because there is no North Central flight to the Twin Cities directly from Fargo-Moorhead.

"It's a mess," Engen said, especially because there was little warning that the strike was coming.

"Usually we know a little ahead of time, so we can plan for it," he said. "But this one we knew about just last Friday, when a reservation guy at North Central gave me a hint that it might happen."

"It's really sad, because people plan for trips for so long, and then they wake up this morning and find out all their connections have been wiped out."

A spokesman at the Amtrak ticket office here said three Northwest Orient passengers had made reservations to continue their trips by rail, by mid-morning Monday. A ticket office employee at the Greyhound Bus terminal here said he had received no calls from stranded airline passengers.

Ticket officials were on duty at the Northwest Orient counter Monday morning, according to Norman Midboe, manager of the Grand Forks International Airport.

Midboe said the Northwest personnel were helping passengers make new connections, and that North Central workers "are working hard."

The airport will lose about \$90 a day in landing fees while Northwest's strike continues, he said, and there will be further losses in tax and airline gasoline fee collections.

"That adds up," he said. "The \$90 pays for two or three men we have working out here, so it hurts to lose it. And the tax money amounts to quite a bit, too."

The airport restaurant and other facilities will sustain some income loss, he said, "but not a terrific loss."

"We know from past strikes that North Central has absorbed quite a lot of the traffic, so we still get the people coming out here."

July and August "are the heaviest months for car rental business," according to June Wilkerson, of Avis Rent-A-Car.

"We know it's definitely going to hurt our business, because it's happened before," she said. "When this happens, we just rent our cars out of town and let people take them wherever they want. Normally, we have to control that more."

## Frontier Airlines to serve Forks on Nov. 14

The first public flight on the new route of Frontier Airlines from Grand Forks to Denver will take place Nov. 14.

That was the information received Monday by Ernest C. Hanson, director of transporta-

tion for the Grand Forks Chamber of Commerce, from Ken Smith of Denver, director of public affairs for Frontier Airlines.

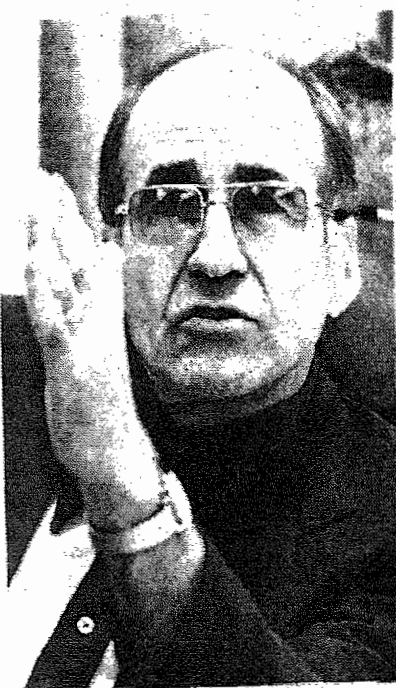
The daily schedule will have the Frontier plane leave Grand Forks at 6:43 a.m. and stop at Fargo and Rapid City, arriving at Denver at 8:40 a.m. The return trip, also via Rapid City and Fargo, will leave Denver at 8:49 p.m. and arrive in Grand Forks at 12:43 a.m.

It will be the first Frontier service to Grand Forks which is also served by Northwest Airlines and North Central Airlines.



Norman Midboe

More City Council and other area news, Page 33.



Gordon Caldis

## Caldis quits; Midboe's position divided

City Attorney Gordon Caldis and his assistant, Kenneth Arneson, submitted their resignations Tuesday night to the Grand Forks City Council, effective Dec. 31.

The two men said they wanted to devote more time to their private law practice, and that increasing city legal work has cut deeply into their private business and personal affairs.

Caldis and Arneson have a law partnership at 213 1-2 N. Fourth St.

Caldis was appointed city attorney in 1956 and has held the position since. He had been Grand Forks County states attorney from 1950 to 1955. Arneson joined him in private practice in 1965 and as assistant city attorney in 1966.

Mayor C. P. O'Neill asked the council's Finance Committee to begin considering replacements.

The council Tuesday night also agreed

to establish a new administrative position at the Grand Forks International Airport. Manager Norman Midboe will continue working with grants, leases and other work, according to the action, but supervisory affairs will be handled by a new top-level administrator.

Alderman H. C. Wessman, a member of the Public Safety Committee who has occasionally criticized administrative practices at the airport, said the adjustment would let Midboe "work at what he's good at."

"This is not a negative thing," Wessman said. "It's not a demotion for him. He's done a tremendous job with grants and contracts, but there's just too much other work to do and we need someone to handle the supervisory things."

The council directed that the new administrator be hired on a one-year con-

tract basis and that the position not be classified, to give the council and mayor more direct authority over the person.

Some aldermen suggested it could be the first step toward declassifying all major city department heads and tying them more closely to council control — a move recommended by Robert Simons, the director of administration.

In a related matter, the council again urged the city's Civil Service Commission to increase the grade — and salary — of the director of streets and sanitation.

Frank Miller, chairman of the Public Service Committee, said the commission has not acted on an earlier council request to upgrade the position, and that final authority on the matter should lie with the council anyway.

Ray Corbett is superintendent of streets and sanitation. Miller would have his grade increased from 30 1-2 to

32, same as the police chief and some other department heads. Miller said the job responsibilities warrant the change.

Miller's committee Tuesday night also directed Frank Orthmeyer, director of public works, to instruct sanitation department employees to cut their overtime charges. The department logged about \$1,000 in overtime in August, Miller told the council.

In other personnel actions, the council:

- Confirmed O'Neill's reappointment of Curt Olsson to the Grand Forks Parking Authority, for a five-year term.

- Approved a one-year extension of employment for Ken Foss, plumbing inspector in the engineering department.

- Approved a request from Leonard Aalgaard, building inspector, to attend the International Conference of Building Officials Sept. 29-Oct. 3 in Monterey, Calif.



# Frontier files for city-Denver air route

Frontier Airlines Wednesday filed its application with the Civil Aeronautics Board in Washington for authority to operate flights between Grand Forks and Denver, with intermediate stops at Fargo and Rapid City.

Frontier seeks unsubsidized service which it said would provide residents of this area with their first convenient service to the Southwest.

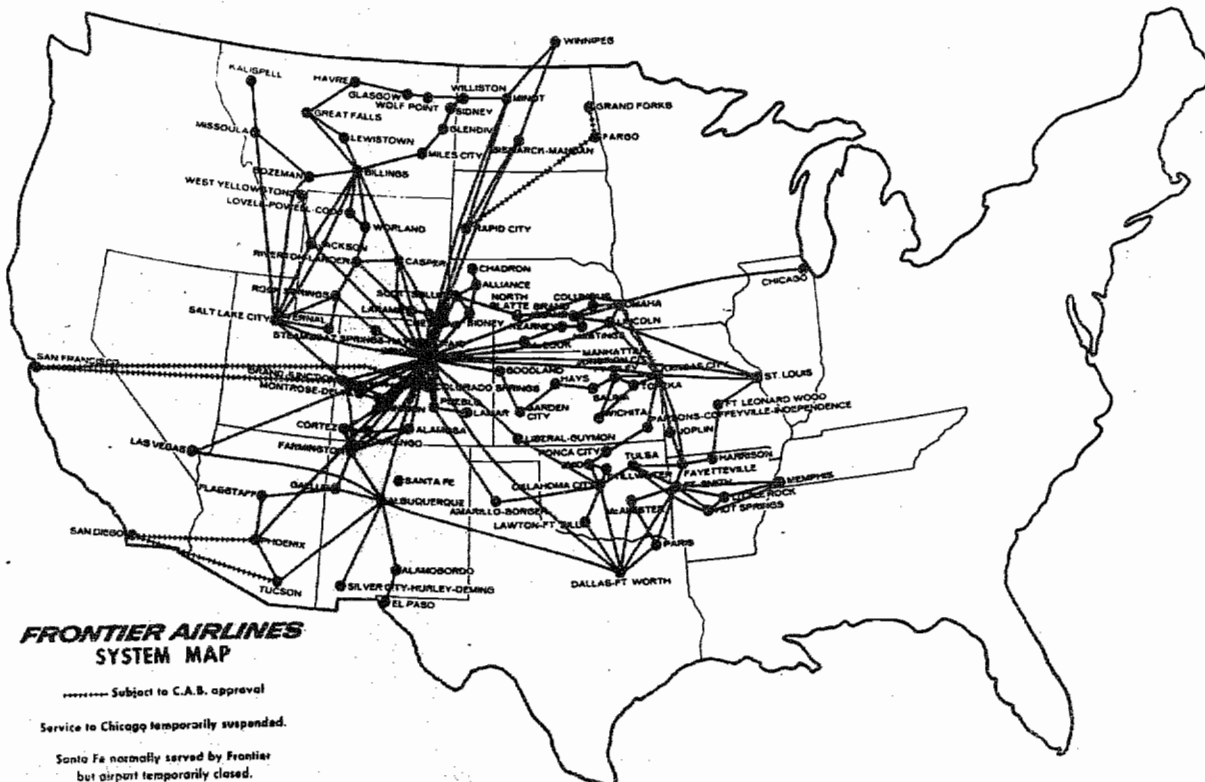
The schedule proposed in Frontier's application calls for a 6:43 a.m. departure from Grand Forks daily, with the return flight arriving in Grand Forks at 12:43 a.m. The 97-passenger twinjet aircraft would overnight in Grand Forks.

Frontier said it applied for exemption authority for the new route, which would permit the CAB to grant the authority without hearing if no objections are filed. It said it does not expect other carriers to protest the proposal.

If there are no protests, Larry A. Bishop of Frontier said the authorization could come within as little as 30 days. He said it probably would take the airline 30 to 60 days after receiving the route authorization to begin the service.

The airline estimates that it would carry 31,000 passengers on the new air link during the first full year of service.

The proposed schedule is designed to provide convenient connections with other Frontier flights at Denver, for such points as Phoenix, Tucson, Las Vegas, Dallas and Oklahoma City, ac-



cording to Ken Smith, Frontier director of civic affairs.

The flight from Grand Forks would arrive at Denver at 8:40 a.m., Smith said. The evening flight would depart from Denver at 8:43 p.m.

Bishop, Frontier's director of corporate communications, said present airline service from Grand Forks to the Southwest requires passengers to use two or three different airlines, with circuitous routing. He said Frontier es-

timates a 31 per cent time saving for Grand Forks passengers traveling to Denver because of the more direct and single-aircraft service.

Frontier now serves more than 100 cities in 16 states and Manitoba.

## Frontier firms up plans for its Denver route

Frontier Airlines has firmed up its plans to begin service here Nov. 15 with a daily round-trip Grand Forks-Denver route.

The new service was authorized earlier this year by the Civil Aeronautics Board.

Frontier's flight 89 will originate in Grand Forks each day at 6:15 a.m., with arrival at Denver at 8:20 a.m. mountain time. The return flight, number 88, will leave Denver at 8:50 p.m. and arrive in Grand Forks at 12:49 a.m. Both flights will have intermediate stops at Fargo and Rapid City, S.D.

The airline said it has scheduled its flights to coincide with connections in Denver, both on Frontier flights and other airlines. Those boarding flights here in the morning can be in either Las Vegas or Phoenix by mid-morning and in major California cities before noon. The return flight also is scheduled to coincide with flights from the southwest.

## Reactions are mixed on removing some from civil service

By STUART SMITH

A Grand Forks City Council proposal to take municipal department heads out from under the Civil Service system met mixed reaction at City Hall last week.

The plan, backed by City Administrator Robert Simons, would put all department heads on a yearly contract negotiated with the council.

Simons' own job would be included in the proposal.

Some councilmen, along with Simons, feel the idea would make civil servants more responsive to the council and the public.

Several administrators, however, agree with City Engineer Frank Orthmeyer that the idea would put their jobs "in the realm of politics."

The plan has been bouncing around city government circles for several years, but it was resurrected last week when the council attempted to exempt a new airport supervisor from the Civil Service system.

City Attorney Gordon Caldis was asked to study the question.

Alderman H. C. "Bud" Wessman then asked if all department heads could be removed from Civil Service. He said later he made the same suggestion more than a year ago as part of a three-pronged effort to improve city personnel policies.

His other two ideas were to have department heads reviewed both by their superiors and their employees.



Simons



Orthmeyer



Wessman



Caldis



Tingum



Demmers

The Civil Service system gives department heads "over security," Wessman maintained. "If a person is doing a good job, tremendous," but the city could get "locked in" with "marginal people" under that system.

"I think people will perform a better job if they are responsible to the people who control their salaries," he said.

Currently, all Civil Service employees have the right of appeal to a three-member Civil Service Commission for any personnel grievance.

Taking that away for often highly-visible department heads could make them less free to give honest opinions, according to Orthmeyer, Tom Jacobson, the city planner, and Don Tingum, city auditor.

Administrators "would be less likely to speak their minds," Jacobson said. "I can see the need to have a group of people who work well with the council, but we should be professionals."

"If you get a couple councilmen mad at you, you could be in trouble," observed Tingum.

"I've always thought cities with a Civil Service system were progressive cities," Orthmeyer said.

"I think if you got rid of it, you'd have a helluva time filling positions."

He said he didn't want to see a day when candidates could run for office "promising to get rid of the City Engineer or the Chief of Police."

Simons said he didn't think the council would abuse its power. "It's not supposed to work in an arbitrary way," he said.

"I just think the present system can be improved. I have no fears."

Alderman Lloyd Steinmetz said he supported the idea - at least for top department heads - because the council "doesn't have much communication with the Civil Service Commission."

The commission reviews classifications for all city employees. Classification determines level of pay, and salaries account for almost three-fourths of the city's general fund budget.

Richard Demmers, a teacher at Central High School and chairman of the Civil Service Commission, said the idea of department head declassification "has been talked about, but I haven't been in on the discussions much."

He said he tended to favor declassification because if a person "doesn't produce, it's almost impossible to replace him under the Civil Service system."

Civil Service rules require employers to show "cause" for dismissal.

"There is a real problem proving cause," Caldis said. The city attorney said he didn't think there would be a problem exempting an airport supervisor from Civil Service, but added he will check the city's Home Rule statute and state law before giving an opinion.

Mayor C. P. O'Neill said he was "for the Civil Service system," but added he would like to see the council get more control over city administration.

"It's a question of how far down the line you go," he said.

City Personnel Officer Tom Longmire said he would not mind being declassified. He said department heads could write job protection into their council contracts.



# O'Neill against removing some city officials from civil service

9-9-75

Mayor C. P. O'Neill said Monday he would be "vehemently opposed" to any plan to take municipal department heads out from under the Civil Service System.

And he said such a move probably could not be done without a vote of the people.

"I have never intended that department heads be taken out from Civil Service. I support Civil Service," he said.

The mayor made his comments at a meeting of the city's Public Service Committee Monday night, during a discussion of reclassification of city employees.

He was backed by Councilman Tom Hagness, a com-

mittee member, who is a union truck driver for Minnesota Dairy.

"Civil Service gives certain protections, just like my union gives me," he said.

The issue of declassifying city department heads was raised last week at a City Council meeting by alderman H. C. "Bud" Wessman, who said he thought it would give the council better control over City Hall. The idea was backed by City Administrator Robert Simons.

O'Neill and City Personnel Officer Tom Longmire told the committee Monday that it was unlikely the city could remove anyone from Civil



C.P. O'Neill

Service without dismantling the entire system.

"As I understand it, once a city adopts the system, a position can't be removed without taking apart the whole system," Longmire said.

"And that takes a two-thirds vote of the people, not councilmen. But I do not know the implication of Home Rule. That's a state law."

The city's Home Rule charter, adopted four years ago, allows Grand Forks a measure of autonomy from state regulations.

But it was O'Neill's impression that "it's impossible to remove someone from Civil Service without taking it back to the people."

# Denver jet flights to start Saturday

11-12-75

Frontier Airlines' inaugural flight out of the Grand Forks International Airport will be marked by a brief ceremony Saturday, according to Leland Danzeisen, station manager here for the airline.

Frontier's first flight from Grand Forks will leave at 6:15 a.m. Saturday, arriving at Denver at 8:20 a.m. after stops at Fargo, N.D., and Rapid City, S.D.

The 97-passenger jet will arrive at 12:49 a.m. Saturday, Danzeisen said. The regular Frontier schedule will continue those arrival and departure times, he said.

The flight from Denver will leave at 8:50 p.m., and will include stops at Rapid City and Fargo. There is a one-hour difference in time zones between Grand Forks and Denver; a flight in either direction will take about three hours.

Danzeisen said "looks very good to me, for a start."

The Civil Aeronautics Board approved Frontier's operation out of Grand Forks and Fargo this summer, after hearing appeals from area business and government representatives. Grand Forks already is served by Northwest Orient Airlines and North Central Airlines.

Besides Danzeisen, three ticket agents will be stationed at the airport here by Frontier. Danzeisen said the ticket counter will be closed from 2 p.m. to 11 p.m. daily.

Frontier's operations area is under construction now but should be ready by Saturday, he said. More than 20 people have made reservations for the flight leaving here Saturday morning, which

# Ordinance would create airport administrator job

11-4-75

An ordinance establishing a new city position — airport administrator — and exempting it from Civil Service Commission authority was introduced at the Grand Forks City Council meeting Monday night.

The aldermen approved a resolution stating that the city has had "trouble" operating the airport, and that a restructuring of the administrative apparatus there could improve things.

The resolution stated that duties of administrators must be more clearly specified.

The positions of airport manager and assistant manager are being abolished. The manager, Norman Midboe, will become business manager, according to city officials, and his assistant, Tom Breton, will become operations manager.

The administrator would be

responsible to the mayor and council. The ordinance establishing the position was sent to the council's public safety committee.

Members of that committee have been studying administrative problems at the airport for more than a year. Several physical improvements made recently along with the clarification of job responsibilities should improve airport operations, they say.

Three city employee representatives have objected to the proposed change, however, arguing it could undermine the civil service system.

John Schmisek, who works in the auditor's office, was one of three employee representatives to meet with Mayor C. P. O'Neill Monday about the proposal.

"Our fear is that if they

take one department head out from under the civil service, then later they could take others out," he said.

Schmisek said O'Neill agreed to take the employees' concern under consideration.

"We feel that having the department heads under civil service gives the employees more protection, too," he said.

"If an employee got on someone's blacklist, it would be hard to go to a department head who isn't under civil service — the department head would have to worry about his job."

The council Monday night also approved expenditure of up to \$600 for five advertising display cases at the airport, and authorized improvement of the airport water service line.

# 21 board 1st Denver flight at airport here Saturday

11-16-75

Twenty-one passengers boarded the inaugural flight of Frontier Airlines' new Grand Forks-Denver route early Saturday morning, after about the same number had arrived here on the first inbound flight after midnight.

Mayor C. P. O'Neill cut a ceremonial ribbon at the foot of the 737 jetliner's boarding

steps prior to the passengers' boarding. Also taking part in the brief ceremony was Ed Dunaway, Denver, director of field marketing for Frontier's western division.

The new route provides service to Denver, via Fargo and Rapid City, S.D., each morning with departure at 6:15 a.m. Return flights from

Denver, with the same intermediate stops, arrive here at 12:49 a.m. each night.

The beginning of Frontier service brings to three the scheduled airlines serving Grand Forks International Airport. Frontier offers the first flights to Denver and the Southwest which do not require connections in the Twin Cities.

# Council removes airport position from civil service

11-18-75

By CHUCK HAGA

Despite protests from city employee representatives, the Grand Forks City Council Monday night voted to exempt a key new administrative position from civil service guidelines.

The aldermen voted 8-3 to make the new airport administrator responsible directly to the mayor and council, in an attempt to resolve management problems at the airport.

The employee representatives said they feared the action could set a precedent that would undermine the civil service system and threaten all employees' security.

"You're opening it up to petty politics," warned Jeff Hussey, who works in the engineering department.

Alderman Henry C. Wessman, a leading advocate of administrative changes at the airport, said the public safety committee wants to "see what might happen . . . if we had someone with a little broader scope than the previous airport manager."

The exemption from civil service applies only to the one new position, he said, and "I don't see how this affects the average civil service employee."

But Frank Orthmeyer, director of public works and city engineer, agreed with Hussey, arguing that civil service protection "is a sign of a progressive city."

The action "is an indication of what might come for other department heads," he said. "If you're worried about the broadness of the position, write the job specifications to fit."

Orthmeyer told the council it was "using this as a disguise to get the ball rolling" toward exemption of other city positions from civil service, and that would lead to "political appointments subject to political pressure."

Aldermen Tom Hagness, Martin Schuster and James Johnson voted against the proposal. Frank Miller, Dennis Hogan and Eugene Lavoy were absent.

Myron Molstad, Robert Wedin, Ludwik Kulas, Neil Hensrud, C. J. Thomforde, Neome Bushaw, Lloyd Steinmetz and Wessman voted for the proposal.

Department heads need some job security, Hagness argued. A union member, he said civil service "protects, just like a union does."

But Wessman countered by saying he was afraid that "sometimes, you get not only protection but over-protection."

Molstad said he could "see why a department head who isn't doing his job might be worried" about being exempted, and exemption would "put him on his toes."

But other council members and Mayor C. P. O'Neill said it was not their intention to start a trend by exempting the airport position.

"I don't think I have to tell anyone we've had some problems at the airport," Wessman said. "We're creating a new position, and the exemption applies only to that position."

The administrator would have general supervisory authority over airport operations. He would be assisted by the former airport manager and assistant manager, who have been reassigned as business manager and operations manager, respectively.



## Mayor reassures employees on civil service status 11-22-75

City employee representatives said Friday they had been reassured by Mayor C. P. O'Neill that the Grand Forks City Council has no intention to remove any existing city employees from the civil service system.

The employee representatives met with O'Neill this week, after the council Monday night approved an ordinance exempting the new airport administrator position from civil service. The employee representatives had objected to the action.

The mayor told us that as long as he is mayor, he'll fight any removals from the civil service," said John Schmisek, of the auditor's office. "And he said the majority of the council feels the same way."

Schmisek said the employees would "let the matter lie now," because "the mayor and council always have been pretty fair with us. We put our trust in them."

City officials had explained they wanted direct authority over the new administrator, to allow for a more direct control over airport management.

## City gets grant for expansion at airport 12-4-75

BISMARCK, N.D. (AP) — Jack K. Daniels, Williston, was elected chairman Wednesday of the North Dakota Aeronautics Commission during a reorganization session.

Aeronautics Commissioner Harold Vavra said Alfred C. Pietsch, Minot, was elected vice chairman and John D. Odegard, Grand Forks, was elected secretary.

Vavra also said the commission allocated state airport grants totaling \$134,355 to three airline and five general aviation airports from fuel tax funds.

He said Grand Forks would get \$50,000 for terminal expansion; Fargo would get \$50,000 for ramp, taxiway and other construction; \$14,605 went to Williston for a fire station and master plan study; McClusky got \$10,500 for engineering, construction and lighting; a new airport; Mott got \$5,000 for paving a runway; Rolette got \$2,825 for runway extension; Langdon got \$500 for a beacon; and Wyndmere got \$925 for grading and seeding a turf runway.

Grand Forks had asked for the grant more than a year ago to help with financing for the airport expansion project, according to Robert Simons, director of administration.

The terminal expansion project was finished early this year, Simons said. Part of the financing was arranged by loaning money from the city's building fund to the airport, he said, and the \$50,000 will be applied against that. Total project cost was about \$550,000, Simons said.

The commission originally had sought to place some conditions on the Grand Forks grant, including a requirement that the city first form a regional airport authority. The City Council objected to creation of a regional authority without expansion of the airport's tax base at the same time, however, and the condition eventually was dropped.

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12-4-75  
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# Grand Forks Herald

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## Coin baggage lockers being closed at some N. D. airports

By The Associated Press

Coin-operated baggage lockers are being closed to the public at some airports in Minnesota and North Dakota as a result of a bombing in a New York airport that killed 11 persons Monday.

James Pixley, police chief at Minneapolis-St. Paul International Airport, said the airport director ordered the keys on 150 to 200 lockers removed Wednesday. Lockers on concourses will remain in use since they are behind security checkpoints.

At Grand Forks, airport

manager Norman Midboe said a cabinet of six lockers was removed Friday in response to a request Thursday by the Federal Aviation Administration "to look into the matter."

Midboe said the six lockers were the only ones here. He said they were not moved behind security checkpoints because the airlines preferred not to have to screen the baggage. He said the lockers, which were in the center of the lobby, were used by only about one per cent of the passengers.

Eight lockers at the Bismarck airport are still in use, but have been moved to a more remote area of the terminal. The lockers had been near the baggage claim area.

La Guardia, Kennedy International and Newark International Airports in New York also have closed their parcel lockers. In the explosion at La Guardia Monday, the bomb was believed placed in a public locker near the baggage claim area.

"People are putting stuff in

these lockers constantly, so someone could easily place a suitcase with a bomb in one without attracting attention," said Pixley of the lockers at the Minneapolis-St. Paul airport.

Since the explosion Monday, the number of bomb threats to airports have increased. The Minneapolis-St. Paul airport has received no threats, Pixley said, but as an added precaution, he has ordered that bomb technicians or teams of dogs trained to detect explosive devices be on duty 24 hours a day.

In Washington, a Presidential task force set up as a result of the La Guardia bombing began a study Tuesday of possible emergency steps to be taken on a nationwide basis.

Suggestions included keeping all locker keys at a central control point, requiring that public lockers be placed only behind security checkpoints, assigning extra security guards in baggage areas and making random checks of lockers.

the review was necessary before the city could apply for federal grants. The work would include paving, lighting and other improvements, and

development of the general aviation area, he said. Total cost is estimated at \$1.2 million, with the city's share between 10 and 25 per cent.

Midboe said he hopes the first work, a seal coat and new markings on the north-south runways, could be done this year and the rest next year.

# City looking into the distance for airport possibilities

6C—GRAND FORKS HERALD—Sunday, Jan. 25, 1976

By RICH NELSON

The city has reached the point where the problem of paying for improvements to Grand Forks International Airport is becoming crucial.

With the expansion of the terminal facility, completed in 1975, at a cost of over \$500,000, and other improvement projects, revenues raised from the sale of land at the old airport were used up.

In this fiscal year the city was required to dip into revenues other than those earmarked for the airport to pay for capital improvements and \$200,000 was loaned to the airport from the city's Public Building Fund. However, about \$50,000 is expected to be returned through a grant from the Federal Aviation Administration (FAA).

Already budgeted for the remainder of this fiscal year is \$248,000 in improvements, depending on the availability of federal grants.

Planned is the overlaying of the north-south instrument runway at a projected cost of \$180,000, painting the north-south runway markings for \$18,000 and install-

ing street lighting on the airport entrance road, estimated at \$50,000.

City Director of Administration Robert Simons, however, said that although the projects will be done, there are questions whether the city will be able to raise the funds.

"We've always got a money problem. We have a serious money problem at the airport," he said, explaining that revenue generated there and from four mills levied city-wide are not keeping pace with expenses.

"Costs have gone up. Costs have skyrocketed. Certainly the property tax is not close to keeping up with inflation," he said, adding that unless this tax base increases "the quality of service is going to deteriorate."

Finding revenue sources for a \$300,000 improvement for the general aviation section of the airport, hoped to be started during the next fiscal year, poses a further problem, according to Norman S. Midboe, airport manager, and illustrates the precarious nature of airport financing.

It is estimated that the city, in perhaps 15 years, will face the need for a new airport terminal and the subsequent realignment of its existing taxiways, a project which could cost as much as \$12 million.

To finance such a project, O'Neill said, "I personally hope that we will extend the tax base. Grand Forks is performing a service beyond the scope of the city. I feel the total community should accept some responsibility."

He said he would like to see the tax base "extend to the air trade area" which he estimated as extending in a 50 mile radius from the city.

This would include portions of Minnesota, and O'Neill said he was "quite sure" the city would "go to the legislature in the state of Minnesota to include Minnesota in it."

He said that were an authority formed, the city of Grand Forks would have to have a strong say about its actions and that the city's interests would have to be guarded.

Beside improvements already set,

It is not yet known what percentage of the financing the FAA will assume for projects it participates in this next fiscal year. Congress still has not approved extension of the Airport Development Aid Program which ended Oct. 1, 1975, and no federal funds are now available.

"We are hoping to get 90 per cent federal aid, but that doesn't look very good," said Midboe who feels the traditional split of 75 per cent federal and 25 per cent local will remain.

If it does, Midboe said that there "is very little chance" of pushing ahead with general aviation improvements unless the "tax base is expanded to say a county airport authority or a regional airport authority. Then there's a chance."

There also remains about \$130,000 worth of old airport land that has not yet been sold, but it is not yet known how that money will be used.

Grand Forks Mayor Cyril P. O'Neill is one of those who would like to see the formation of a regional airport authority and an expanded tax base.

O'Neill was asked as to whether there is a possibility enclosed ramps to extend to airplanes would be built. He said, "To make it applicable to the airport terminal we would have to devise another story on our building. I don't know if the footings can stand another story. It's a long way off."

Also a long way off, if it happens at all, would be the construction of a regional airport, located somewhere between Fargo and Grand Forks. O'Neill said he has only heard talk of it and "before we would do any serious thinking about it we would have to have a study."

According to Midboe, there is presently only one private operator and limited storage space for the 60 private planes at the airport. Because of this, he said 25 of the planes have to be stored outside the year round.

Midboe said, "We are definitely lacking in facilities for maintenance and providing charter service" at the airport and he believes the general aviation

traffic could support two or three such private operations.

Updated facilities could also bring more private traffic into the airport, but this is not expected to greatly increase revenue. General aviation contributes a little over a quarter of airport revenue.

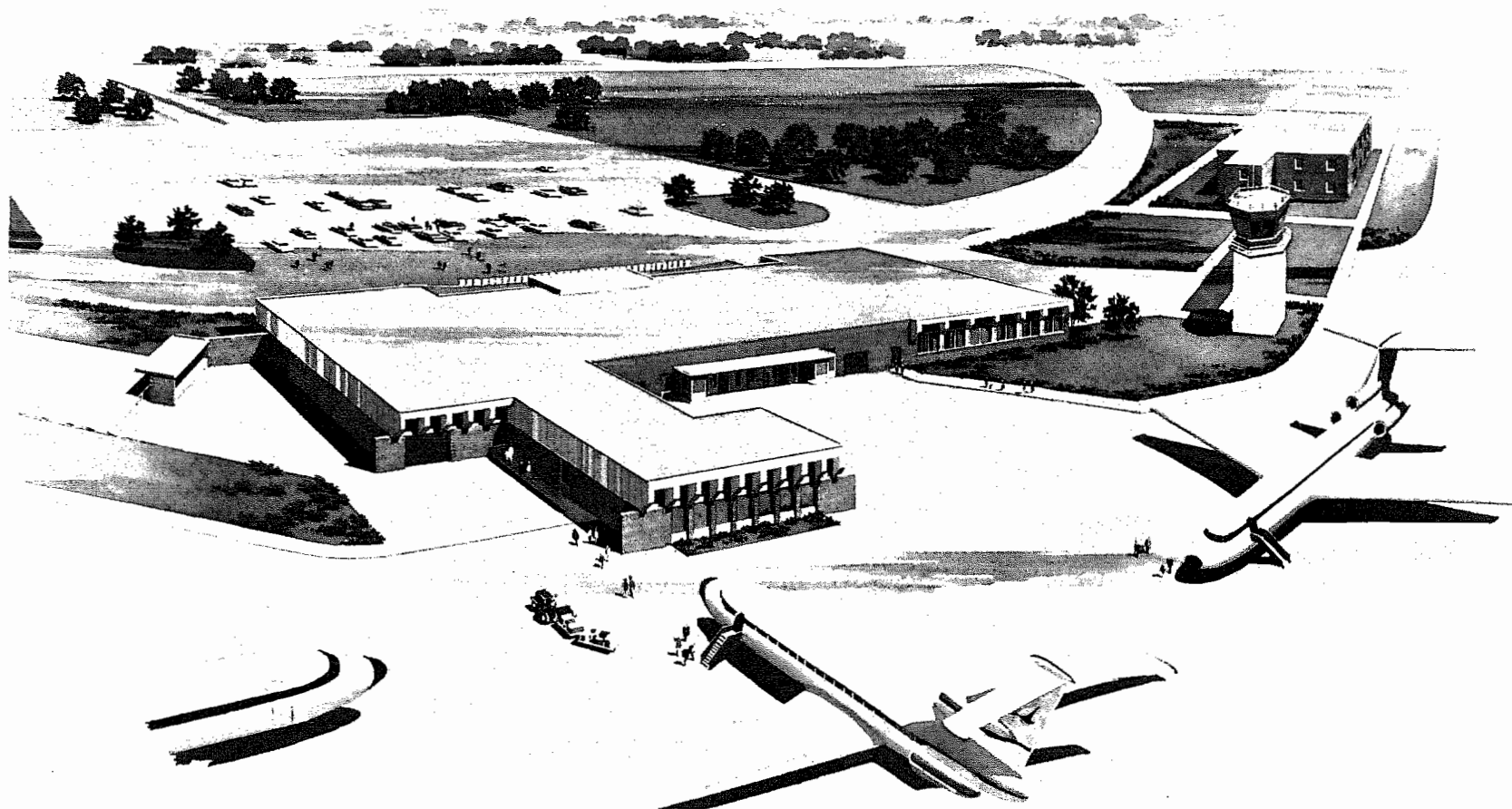
Aside from financial difficulties, in the future the city may also find itself saddled with a master plan which cannot be followed. It was accepted by the city in November 1972, as submitted by a Los Angeles consulting firm.

Out of 11 improvements called for in the years 1973-77 just one has been done, two partially done and the others not undertaken.

"The master plan was a grandiose plan," said Simons. "It was very, very ambitious, very much more than we could afford."

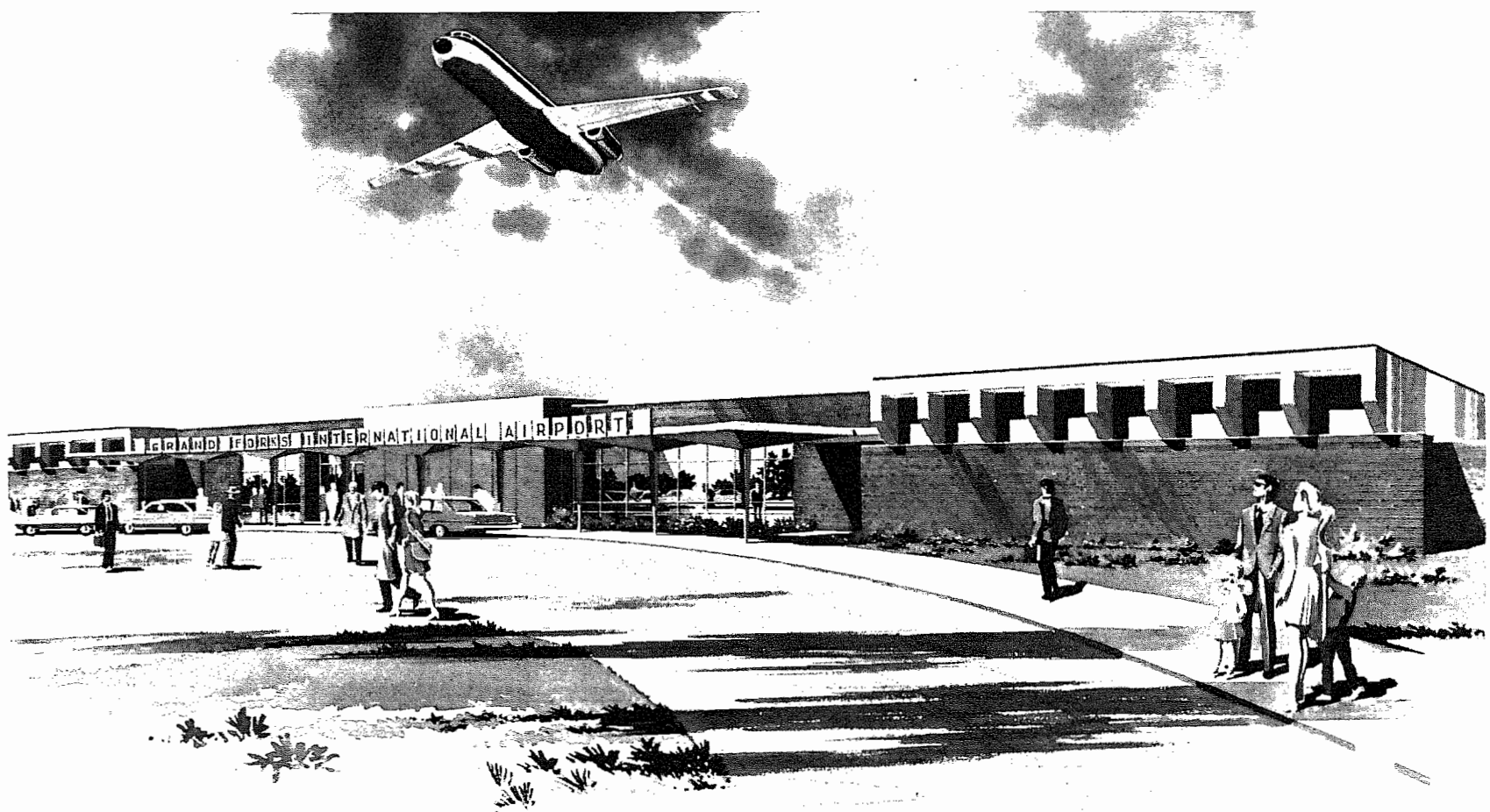
He cited the new terminal and realigning existing taxiways, saying, "We can't look down the barrel of a \$12 million improvement without a godfather or an angel with a bucket of gold to pour on us."





AIRPORT TERMINAL EXPANSION  
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4-3-76

## Colonel to administer Grand Forks airport

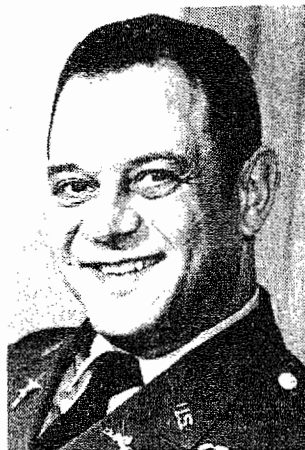
Col. Abraham F. Muscari, 48, has been named administrator of Grand Forks International Airport, effective June 1.

Muscari, a colonel in the Army due for retirement, is presently a professor of military science at the University of North Dakota.

One of his prime duties will be to organize support for the establishment of a regional airport authority in order to expand the facility's tax base, according to Mayor C.P. O'Neill, who announced the appointment Friday.

Unlike present airport manager Norman Midboe, who will become business manager under the airport reorganizational plan approved by the City Council last September, Muscari will not be a Civil Service employee, but will instead have an annual contract with the city.

His salary will be \$16,000 per year.



Col. Abraham Muscari

Muscari entered the Army in 1946 and was commissioned an officer in 1950. He has a degree in chemistry and a master's degree in public administration from George Washington University.

Muscari said he had extensive experience in administration during his years in the service, most in a variety of command positions.

## Strinden would introduce legislation to provide state support for airports

7-27-76

By Rich Nelson  
Herald Staff Writer

House Majority Leader Earl Strinden, R-Grand Forks, said that if re-elected he will introduce legislation to provide state general fund support for North Dakota's commercial airports.

In an interview Tuesday, Strinden said he believes the legislature should designate and fund certain airports because "they serve a much greater population than the population being taxed for their support."

"I feel strongly that local governments have the responsibility to provide and pay for services for its people," he said. "But when these services are used or are available by a large population of the state then we must take a look as to what the state responsibility is."

Strinden said that he has asked the Legislative Council to research what is presently being done in other states in the line of airport aid and also to examine the use and needs of this state's commercial airports.

He said the plan, which he expects to have completed in August, would possibly set up two different funding categories for state airports. It would include in one the four largest, Grand Forks, Fargo, Bismarck and Minot, and a second category for those in Jamestown, Dickinson, Williston and Devils Lake.

"The level of state support would, of course, be greater for the more heavily used airports," he said, adding, "What we should be doing is looking at the total services provided and then be attempting to have more equity in our tax support."

He said the present four mills cities are allowed to tax for airport operations is "not near adequate nor fair for the citizens of these limited taxing units" especially, he noted, when "all of the airports are realizing growing pains and finding the cost of construction, upgrading and maintenance very high."

In calling for state support, Strinden discounted the possibility of establishing regional airport authorities to extend a

city's tax base support for airport operations.

"I don't think the counties are financially interested in the operation of airports," he explained. "I think they're finding their budgets are strained enough and I don't think any of the counties would get involved."

Should certain airports receive statutory designation for funding, Strinden said it would be up to the state legislature to set the amount and degree of entitlement with the State Aeronautics Commission responsible for making the allocations.

Asked what the total amount might be, Strinden said, "We haven't even talked about that, but we will when we start looking at the cost and burden on the cities involved."

He added that he thinks the proposal, when introduced, will receive a "favorable reception."

He said he favors all airports in the state continuing to share in a portion of the aviation fuel tax should the special state funding be approved.

## Officials uncertain if Frontier service has cut into totals of other airlines

By Rich Nelson  
Herald Staff Writer

8-1-76

Over a year after Frontier Airlines initiated its service from Grand Forks to Denver and back, company officials report they are pleased with their volume of business, while other airlines which serve the city aren't really sure how much Frontier has affected their boardings.

Frontier station manager Leland Danzeisen estimates the company has "been boarding a little more than eight per cent of the total traffic at Grand Forks and we expect that total to go up with the second flight."

A second direct flight to Denver was begun this June.

He added that although the airline's passenger boardings from March through May of this year were "less than projected" they are running near to what was expected.

The drop for those months, he explained, may be due to decreased travel because of the expectation of a dry agricultural year.

Overall, Danzeisen said the addition of Frontier "has generated a lot of new business" at the airport, mainly in the area of discretionary or vacation travel.

A comparison of boarding totals at Grand Forks International Airport for the six month period before Frontier first started service and for the same six month period the next year shows an increase of over 16.5 per cent.

Boarding totals for the airport's two other commercial carriers, Northwestern and North Central, also were up.

But while their overall boardings may have increased, officials of the other two airlines say the addition of Frontier has cut into their business.

"There's no question but that when Frontier generates new and additional business that has, to a large measure, got to come from other airlines," said Roy Erickson, a spokesman for Northwest Airlines.

At a hearing last year before the Governor's Commission on Commercial Air Transportation when the Civil Aeronautics Board was considering licensing Frontier for Denver service, Erickson estimated that Northwest could lose \$373,000 a year or about \$1,000 a day in passengers diverted from Northwest flights and that a cut back in service to North Dakota cities might have to take place.

Erickson, interviewed Wednesday, said the effect has been hard to measure because better economic conditions have boosted airline business nationwide from 10 to 15 per cent for the first six months of this year.

Should that situation change, however, he said Frontier's effect may become more apparent and he said it would be a "valid generalization" that "if we don't get the volume of traffic prior to Frontier service in the Grand Forks outlet we'd take a look at our total scheduling."

He compared the present situation to Northwest's entering into competition in 1970 with Western Airlines for service to the West Coast out of the Twin Cities.

"There is no question that today we have about half of that business and it has come largely at Western's expense," he said.

Delmar Drumm, manager of public relations for North Central Airlines, said it was hard to tell if the addition of Frontier had cut into their business. "We suspect so, but how do we know. It's very difficult for us to tell."

He said the company has done studies of Frontier's effect in Grand Forks, but that there is "nothing for the public."

He added that nationwide figures comparing boardings for the first five months of this year compared to the same period last year show an increase of 14 per cent.

He said that in Grand Forks, "Our service levels remained the same and our schedules are pretty much the same."

James Butala, North Central station manager in Grand Forks, said the effect of Frontier has "not been very much, really. We seem to be higher than last year. I suppose if they weren't here, we'd have a few more people."

He added that passenger boardings are running above the quotas set by the company.

Airport officials are pleased with the addition of Frontier.

Airport Business Manager Norman Midboe said it has meant increased revenue to the city from jet fuel sales of about \$1,600 a month as well as approximately \$900 more a month in landing fees.

He added that any new passenger traffic means additional income to the airport restaurant and lounge from which the city receives a sales commission.

Midboe said the increased revenues are expected to help the city obtain more local monies to match federal grants for airport improvements.

The city is expected to start in the near future an estimated \$325,000 project to pave and mark the instrument landing runway.

It also has two nearly half a million dollar projects it hopes to get going including completion of paving on a taxiway parallel to the present instrument runway and improvements to the general aviation area.

"Any money over what we have gotten before will help us expedite construction," said Midboe.

## City airport among those in state to get federal grants

By The Associated Press

North Dakota airports and aviation programs are to get a \$2.5 million boost in grants from the Federal Aviation Administration, U.S. Sen. Milton R. Young says.

Young also said Monday the state is to get more than \$400,000 in royalty payments on federal leases and mineral rights, and the U.S. Labor Department said North Dakota and five other states are to share in \$500,000 for model manpower training programs.

Young said the airport

grants were for: \$437,035 to Bismarck, \$154,659 to Devils Lake, \$501,936 to Fargo, \$394,150 to Grand Forks, \$154,659 to Jamestown, \$318,715 to Minot and \$154,659 to Williston.

The state is to get a grant of \$385,051 for general aviation and airport development, he said.

Young said the royalty money was for the second half of fiscal 1976, and the payment for the first half was about \$350,000.

States get 37½ per cent of the royalties, but that percentage is to go up to 50 in fiscal 1977 under legislation approved last week, he said.

The Labor Department said the Dakotas, Colorado, Montana, Utah and Wyoming would share in the \$500,000, part of more than \$20 million to be spent nationally on the model programs.

The department said the money would be used for innovative or model programs and training for women, youths, handicapped persons, rural workers and others.

• Awarded a contract totaling \$273,220.20 to Nodak Construction Co. for paving and marking the instrument approach runway at Grand Forks International Airport. The award is contingent upon approval of a grant from the Federal Aviation Administration. 7-17-76

A plan to route Grand Forks International Airport passengers to Grand Forks Air Force Base for a ten-day period beginning Sept. 15 was approved by the Council.

Airport administrator Abraham Muscari said the airport will be closed to upgrade the runways, and passengers will be bused to the air base for take-off, and returned to the airport on return trips. 9-8-76

In other business, the Council:

• Awarded a contract of \$11,474 for widening and paving of an airport terminal service road to NoDak Contracting Corp.



## Airport gets grant for repairs



The Grand Forks International Airport will receive a U. S. Department of Transportation grant for \$390,150 for repairs and renovation.

The money, a portion of a multi-year \$630,199 grant, will be used to apply a porous friction seal coat on the north-south runway and for construction and lighting of the taxiway segment.

The funds are obligated for the present quarter.

Notification of the grant came from Rep. Mark Andrews, R-N. D., and Sen. Milton Young, R-N.D.

## Airport check-ins are earlier

9-14-76

Due to the runway sealing project at the Grand Forks International Airport the airlines have requested that their passengers check in one-half hour earlier than usual for the next 10 days.

Passengers for the Northwest and North Central flights beginning after 9 a.m. Wednesday should report one and one-half hours before flight time for busing to Grand Forks Air Force Base, where planes will take off and land.

Check-in and check-out, however, will still be handled at the airport.

Small aircraft will still be able to use the airport for take-off and landing, according to Abe Muscari, airport manager.

Frontier Airline passengers will be taking smaller North Central Convairs to Fargo where they will connect with Frontier's regular flights. Frontier passengers bound for Grand Forks will be bused from Fargo.

North Central's Convairs will be on their normal schedules at the local airport.

Muscari asks that passengers driving to and from the airport use caution at the intersection of Highway 2 and the airport driveway since there will be a great deal of construction traffic across the intersection.

The sealing operation and later construction of a taxiway have been made possible through \$394,000 in airport development aid from the Federal Aviation Administration, according to Muscari.

## Airport gets added funds

9-17-76

The Grand Forks International Airport has received \$236,000 more than anticipated in airport development aid for the current fiscal year, according to airport administrator Abraham Muscari.

Muscari said the Federal Aviation Administration (FAA) has approved aid totalling \$630,000 for the year ending Sept. 30. He said the airport had anticipated only \$394,000.

The additional money may be spent at the discretion of the airport, Muscari said. He said it will be used to begin development of the area east of the airport entrance road, including construction of hangars for small aircraft.

Other airport development money for the current fiscal year is being spent to coat the main runway at the airport and to construct a parallel taxiway.

## Airport set to resume flights

9-23-76

All commercial flights will use Grand Forks International Airport for take-off and landing after 9 a.m. Friday, according to airport administrator Abraham Muscari.

Flights have been routed through Grand Forks Air Force Base since last Thursday while the airport's main runway was being repaired.

Muscari said two early Friday morning Northwest Orient Airlines flights will take off from the base, and an early Frontier Airlines flight will leave Friday from Fargo.

## Downed plane may have been here Sunday

9-27-76

MINNEAPOLIS (AP) — Wreckage of an airplane reportedly was sighted today in a lake in Goodhue County, about 35 miles southeast of Minneapolis-St. Paul, a sheriff's deputy said.

The plane may have been a single-engine aircraft reported missing earlier while en route Sunday night from Grand Forks, to Madison, Wis.

The spokesman said the plane was sighted by air, and that ground rescue crews were sent to the scene, at North Lake, in northern Goodhue County, near the Minnesota-Wisconsin border.

Meanwhile, the Grand Forks Airport's business manager, Norman Midboe, said a plane carrying registration N1584Z and registered with Dr. Sidney Friedman, Marina del Rey, Calif., had arrived at the airport at 5:20 p.m. and left for Madison at 6:22 p.m. Sunday.

The Federal Aviation Administration said contact had been lost between the pilot and ground control.

# Grand Forks airport almost self sustaining

By Mary Miller  
Herald Staff Writer

Did you know that in 1976 the Grand Forks International Airport did more business, over 187,000 take-offs and landings, than the airports at either Fargo or Sioux Falls?

Did you know that the airport here employs about 200 people?

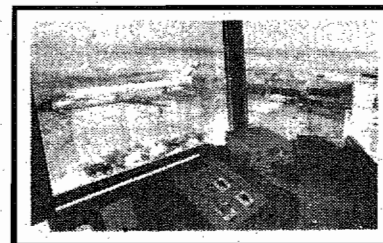
And did you know that the city of Grand Forks pays less than 6 per cent of the total airport budget?

A lot of people do not know these facts, according to airport manager Abe Muscari, and he is out to prove to Grand Forks residents that the airport is an industry important to their city.

"People look at the airport as a burden to the taxpayers," Muscari said. "It's not — an airport is good for a city."

The Grand Forks International Airport, located about four miles west of the city limits, is home for about 100 private aircraft, along with renting space to three commercial airlines — Northwest Orient, North Central and Frontier.

Besides the obvious advantages of having an air hookup with the rest of the country (the commercial airlines boarded over 81,000 passengers last year), the airport provides various "indirect benefits" to the taxpayers of Grand Forks, Muscari pointed out.



For instance, the city supplies all the fuel used by the commercial airlines. "It's unreal the millions of gallons we go through — over two million gallons of jet fuel last year," said Muscari.

He also spoke of the extra business to Grand Forks merchants brought by incoming air travelers, and of the \$1.9 million paid annually to airport employees.

The airport is almost 95 per cent self-sustaining, said Muscari.

The rest of its costs, he explained, are paid by Grand Forks residents. Last year they put in \$131,000 of the airport's \$2,258,000 budget in the form of a four-mill property tax, the highest tax allowed by North Dakota law.

"We'd like to reduce that amount," said Muscari. "The city is aiming toward regional authority (over the airport)."

One way of cutting the city's share of support is now in the works at the North Dakota legislature in the form of a state allocation proposed by Rep. Earl Strinden, R-Grand Forks.

The proposed bill would set aside \$1 million for the biennium from the state general fund, to be distributed to various airports by the Commissioner of Aeronautics. The basis for the distribution would be the "commercial passenger boardings and deboardings," said Strinden.

"Certain cities in the state are providing a service for the benefit of all of the citizens of North Dakota," Strinden said, "through the tax effort of a limited number of taxpayers."

Muscari said he views the legislation as a step toward regional support of the airport. "The law allows that if you did

identify areas which are served by the (Grand Forks) airport, it's conceivable that there could be ways of their paying taxes directly for the airport."

Muscari admitted that no additional funding would be necessary if the airport continued to operate at its present activity level. "But the airport's got to grow," he said.

Among the long-range goals in the master plan, said Muscari, is a new terminal building and a third runway.

"We're reaching the saturation point (with the present runway)," airport business manager Norman Midboe explained. "Our ultimate object is to separate private aviation from commercial."

Smaller projects are planned for the coming year, such as hangar space for more of the 37 private planes not now housed, said Muscari. On his 1977-78 drawing board also is a connector extension for the two parts of the north-south runway, along with a taxiway on the east-west runway.

All of this, according to the airport officials, will make landing and take-off activities more efficient and quicker for passengers.

In addition, airport safety will be increased, particularly by those measures which segregate commercial and private aircraft. "For instance, jet blasts (from commercial planes) can knock over smaller planes," said Midboe.

Such improvements, according to Muscari, are indeed possible in terms of space. The airport currently occupies a cross-shaped six quarters, or 1120 acres. A seventh quarter, in the southeast corner of the cross, is also owned by the city is available for airport expansion.

No construction at all, however, can take place without the approval of the Grand Forks city council, working through the public safety committee. "We can't just throw away the taxpayers' money," said Muscari.

If numbers of passenger boardings are any indication, the airport has become a more and more popular place to be. Muscari stated that those numbers have been "steadily increasing" in recent years.

Two of the three commercial airlines, North Central and Frontier, also reported that business has been growing, while Northwest Orient passenger boardings have remained steady in the last couple of years.

In addition, said Muscari, an increasing number of private planes are renting space at the airport, and he expects even more in the coming year.

Aside from the improvements to the airport itself, however, no substantial changes, such as new flights or procedures, are anticipated by the commercial airlines.

One aspect which many people forget in thinking about the airport is its international business, mostly from Canada, said Muscari.

Much foreign freight comes to Grand Forks, in fact, rather than to airports in larger cities. "It's easier to get shipments cleared here," said Muscari. "We're smaller and safer. Then we route the shipments all over the country."

On both the foreign and domestic levels, Muscari stressed the airport's growth and importance. "After all," he said, "if it weren't for the airlines the florists wouldn't have the fresh flowers they have!"



# LEGAL NOTICES 3-8-77

## ADVERTISEMENT FOR BIDS NORTH-SOUTH PARALLEL TAXIWAY PAVING PROJECT GRAND FORKS INTERNATIONAL AIRPORT

NOTICE IS HEREBY GIVEN THAT THE City of Grand Forks, North Dakota will receive sealed bids for the construction of North-South Parallel Taxiway Paving Project at the Grand Forks International Airport, Grand Forks, North Dakota until 7:30 p.m., Monday, April 4, 1977 at the City Hall, Grand Forks, North Dakota at which time and place all bids will be publicly opened and read aloud.

Said improvements are to be constructed in accordance with approved drawings and specifications now on file at the office of the City Auditor, City Hall, Grand Forks, North Dakota. Copies of the drawings and specifications and other contract documents may be obtained from Webster, Foster & Weston, Consulting Engineers, 1616 Mill Road, Grand Forks, North Dakota 58201 upon deposit of \$50.00 for each set of documents. \$25.00 will be returned to those who return the documents within ten days from the date of bid opening.

The approximate quantities of work and materials for construction of said improvements are as follows:

- 6,580 C.Y. Excavation, P-152
- 6,580 C.Y. Embankment, P-152
- 10,700 C.Y. Subgrade Preparation
- 3,420 C.Y. Gravel Subbase, P-154
- 72 L.F. Corrugated Steel Pipe 36" x 22", D-701
- 9,824 S.Y. 13" P.C.C. Pavement, P-501
- 1,300 S.Y. Reinforcing, P-501
- 129 M.S.F. Topsoiling, T-905
- 129 M.S.F. Seeding, T-901
- \*\* L.S. Taxiway Painting, P-620
- 2,850 L.F. Cable Trench, L-108
- 8,250 L.F. Lighting Cable in Trench, L-108
- 800 L.F. Lighting Cable in Duct, L-108
- 2,850 L.F. Counterpoise in Trench, L-108
- 100 L.F. Counterpoise in Duct, L-108
- 40 L.F. 10 Cell Duct Extension, L-110
- 39 E.A. Base Mounted Taxiway Lights, L-125
- \*\* L.S. Temporary Lighting Connection

Each Contractor who submits a bid must hold a North Dakota Contractor's License as provided by law, and such license must have been in effect at least 10 days prior to the date set to open the bids.

Each bid shall be accompanied by a bidder's bond in a sum equal to five percent (5%) of the full amount of the bid, executed by the bidder as principal and by a surety company authorized to do business in this state, conditioned that if the principal's bid be accepted and the contract awarded to him, he, within ten days after notice of award, will execute and effect a contract in accordance with the terms of this bid and a contractor's bond as required by law and the regulations and determinations of the governing board.

Each bid is to be submitted on the basis of cash payment for the work and is to be enclosed in a sealed envelope addressed to the President of the Airport Authority.

The successful contractor will be required to comply with all applicable Federal Labor Laws including the minimum wage rate decision of the U.S. Department of Labor.

The proposed contract is under and subject to Executive Order No. 11246 of September 24, 1965, and to the Equal Opportunity Clause.

The bidder must supply all information required by the bid or proposal form.

A Contractor having 50 or more employees who may be awarded a contract of \$50,000 or more and sub-

contractors having 50 or more employees who may be awarded a subcontract of \$50,000 or more will be required to maintain an affirmative action program, the standards for which are contained in the Specifications.

A Certification of Non-segregated Facilities must be submitted prior to the award of a federally assisted construction contract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

Contractors receiving federally assisted construction contract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed \$10,000 and are not exempt from the provisions of the equal opportunity clause.

NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

## NOTICE TO PROSPECTIVE SUBCONTRACTORS ON REQUIREMENT FOR CERTIFICATION OF NON-SEGREGATED FACILITIES

(a) A certification of Non-segregated Facilities must be submitted prior to the award of a subcontract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

(b) Contractors receiving subcontract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for supplies and construction contracts where the contracts exceed \$10,000 and are not exempt from the provisions of the equal opportunity clause.

NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

It is a condition of this contract and shall be made a condition of each subcontract entered into pursuant to this contract that the Contractor and any subcontractor shall not require any laborer or mechanic employed in performance of the contract work in the surroundings or under working conditions which are unsanitary, hazardous or dangerous to his health or safety as determined under construction safety and health standards, Title 29 Code of Regulations Part 1518, 36 FR 7340, Promulgated by the U.S. Secretary of Labor in accordance with Section 107 of the Contract Works Hours and Safety Standards act 82, Statute 96.

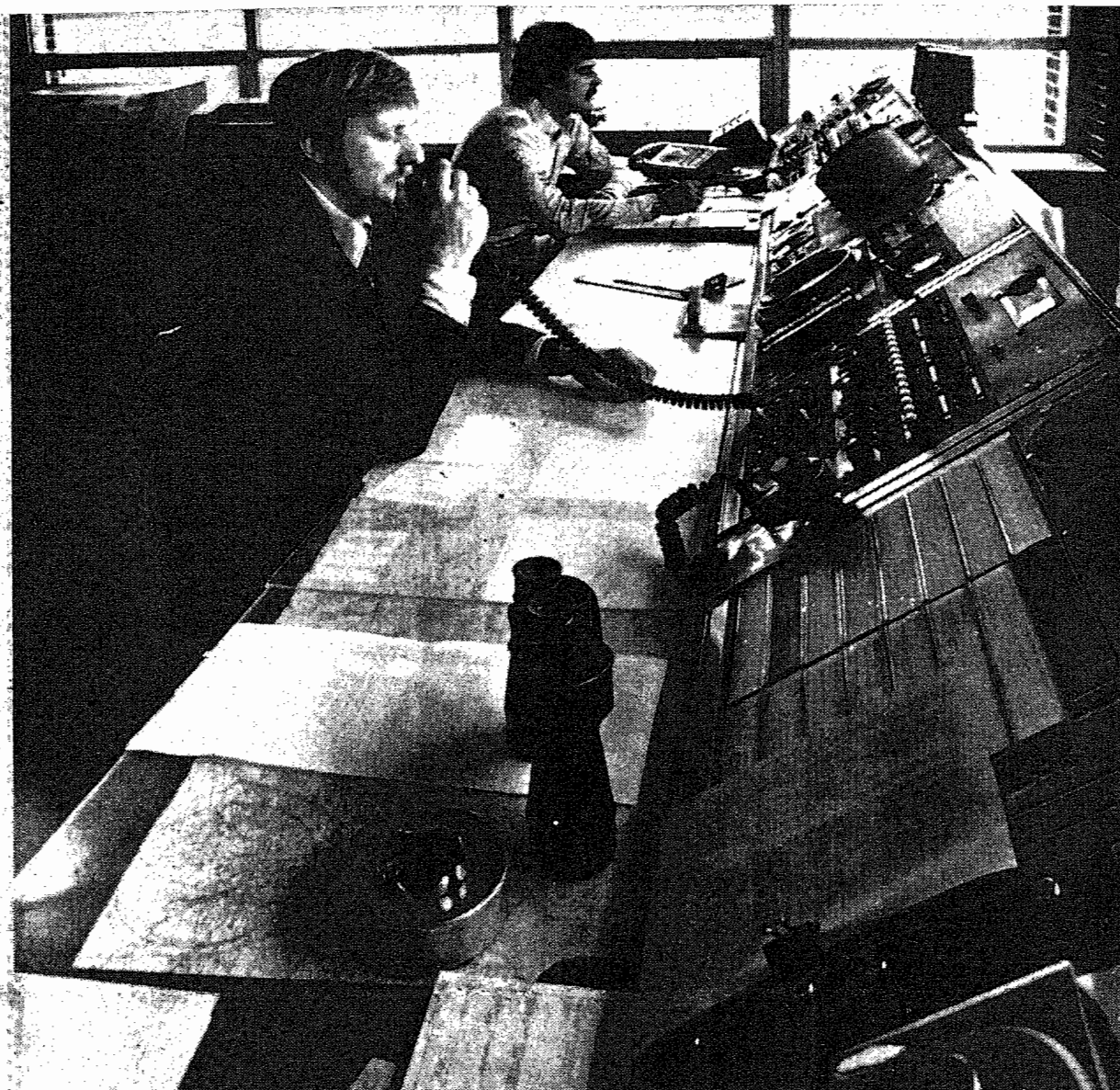
All work under this advertisement shall be started on a date to be specified in a written order from the Owner, notice of which shall be given the Contractor (7) seven days in advance. All work shall be completed within one hundred twenty (120) calendar days from the date of the Notice of Proceed, tentatively scheduled for June 1, 1977.

Each bid shall be marked on the outside of the envelope, the nature of the proposal and the name of the bidder. Contractor's rate license number and class must be shown on the bid and on the outside of the envelope.

The right is reserved to reject all bids, and to waive any informality in any bid, and to hold bids for a period not to exceed 30 days from said date of opening bids.

Date: this 25th day of February, 1977.

City Council,  
Grand Forks, North Dakota  
by: DONALD TINGUM,  
Auditor  
(March 8 & 15, 1977)



HERALD PHOTO BY JIM GREY

Air traffic controllers Terry Berg, left, and Glen Gultry keep close tabs on aircraft

4-28-77

## Airplane traffic is in their control

By Ryan Bakken  
Herald Staff Writer

For those with a fear of flying, a tour of the Air Service Station at the Grand Forks International Airport might help.

There you will find a conglomeration of maps, graphs, computers, dials, switches, machines and screens used for air control and air safety.

But more importantly, you will find a group of well-trained men using the maps, graphs, computers, dials, switches, machines and screens.

The men are called specialists, and area pilots know just how special they are.

So does the Federal Aviation Administration, which recently named the local station the best in the Rocky Mountain Region for 1976. The award is not one which is merely passed around the 33 stations in the region. The Grand Forks group also won in 1971.

Although under-staffed for most of the year, the station was among the busiest. Except for the Denver metropolitan area and Salt Lake City, Grand Forks had the most traffic of any station in the six-state region. The area the local station serves is 17,500 square miles, with the airports served reaching to the Northwest Angle and Fosston in Minnesota, and Hillsboro and Devils Lake in North Dakota.

With 70 airports in the area, the specialists each handled 5,000 contacts above the national average.

Grand Forks is a particularly busy station because of the military aircraft and the large number of crop spraying pilots. Also contributing to the heavy traffic are the station's responsibility for arranging customs for trans-border flights, the presence of private and University of North Dakota flight schools, the job of handling the tower for eight hours each day and the presence of the only 24-hour fuel supply for hundreds of miles.

The station also handles weather reports from the 70 airports and relays them into a computer for use across the United States. "We're kind of the CB radio of the air," said specialist Bob Ness. "We're much more up to date with the conditions than the weather bureau because we're in contact with the pilots. They tell us exact locations of the bad spots."

The station handles the pre-flight and in-flight information for pilots, while the tower takes care of the landing and takeoffs. "Both have their functions, but we

like to think we're a little more diversified than the tower," said Lyle Wicken, the facility chief.

The pre-flight information includes the weather, navigational aids, airport conditions and the airspace restrictions.

While most of the specialists' time is keeping track of planes via flight plans and relaying conditions, they have their moments of glory, too.

In the past year, a pilot flying from Minneapolis to the Northwest Angle crashed on the shore of the Lake of the Woods. He ran into a thunderstorm, but was short on fuel, so he couldn't fly around it.

"We could hear a military aircraft at 40,000 feet talking to the downed pilot," Ness said. "Being he was on the shore, the downed pilot could only talk to someone directly overhead. So the information was relayed."

"Both Bob Betcher and I are pilots who fly in that area occasionally, so we are familiar with it. We got a description of the area and figured out where he was. We then contacted a Warroad pilot who picked him up. He was in safe hands two hours after he crashed."

For that rescue, Grand Forks also received the "Save of the Year" for the region.

The specialists provide extra service since half of the staff are pilots.

The service station has located numerous lost pilots. "If they haven't landed at their destination after 30 minutes of their estimated time of arrival listed on the flight plan, we start looking for them," Betcher said.

Besides operating equipment such as the direction finder, which can bring a plane directly over a runway in foul weather, the specialists also have to be familiar with the terrain of the area in order to assist downed pilots.

"Most of the problems we have are with pilots who fly in bad weather when they aren't qualified," Ness said. "They should be able to fly by instruments if they go up in foul weather. If they can't fly by instruments, they become disoriented and vertical seems like horizontal to them."

But problems like that are all in a day's work for the specialists. "It's been a long time since we've had any fatalities at the airport and we've never had one with student pilots," Ness said.

Ness added that airplanes are 20 times safer than cars. A tour of the Grand Forks Air Service Station shows why.

## Airport aid bill urged for state study

BISMARCK, N.D. (AP) — Although the 1977 session of the North Dakota Legislature did not approve a bill providing money to aid the state's major airports, State Aeronautics Commission Director Harold Varva, says the issue should be studied by the Legislative Council.

The State Aeronautics Commission failed in its effort to secure financial assistance during the next biennium when a bill appropriating \$2 million for local airport authorities was turned down.

However, Varva said he is hopeful the commission's effort will result in the Legislative Council making an interim study on the matter of assisting the financing of airline services for the state.

A flying course for working persons is scheduled to start at 7 p.m. May 2 in Gamble Hall Room 175 at the University of North Dakota. Evening classes and flying labs to meet work schedules will lead to a private pilot license after six weeks, and George Hammond, UND director of flight operations, is handling registration.



## North Dakota businesses receive state charters

Nineteen northeastern North Dakota businesses were chartered as new corporations by Secretary of State Ben Meier during the month ended May 10.

The new corporations, their registered office, business purposes, directors and authorized capitalization include:

- Aircraft Repair Inc., Grand Forks; operate, maintain and repair aircraft and all business related to same; Joyce R. Montgomery, John P. Jensen, Jerome Johnson and Thomas H. Ronan; \$30,000.

## Airport panel organized

The Grand Forks Citizens Advisory Airport Committee met for the first time Wednesday night at the Grand Forks Public Library.

The committee established four objectives: To help the airport achieve the highest possible level of operations, to provide the best possible service to airline passengers and aviation users, to promote a favorable first impression as the gateway to Grand Forks, and to help the airport become the best in the state.

Charles "Chuck" Orange, chairman

of the committee's executive board, said the committee is designed to be receptive to the input of interested citizens.

Other executive board members are Ardell Bestland, vice-chairman, Russell Seaver, secretary-treasurer, Bob Dziadzio, Odney Flaar, John Jensen, Howard Peterson, Les Severence and Stan Wicker.

Meetings are open to the public and persons with ideas, suggestions or complaints are encouraged to participate. The next meeting will be at 7:30 p.m. on July 13 at the Grand Forks Library.

## Airport head to quit job

Abraham F. Muscari, Grand Forks International Airport administrator since June 1, 1976, will resign effective May 31, 1977, the city council learned Monday.

Mayor C. P. O'Neill read Muscari's letter of resignation to the council.

Muscari, 49, said he plans to move to Beckley, W. Va., to pursue business opportunities, but he declined to specify what those opportunities are.

Muscari was a U.S. Army colonel until his appointment by O'Neill last year as airport administrator. He was professor of military science at the University of North Dakota when he retired from the Army last year.

Muscari had an annual contract with the city. His salary was \$16,000 a year.

He entered the Army in 1946 and was commissioned an officer in 1950. He has a degree in chemistry and a master's degree in public administration from George Washington University.

## Local airport to receive FAA grant

BISMARCK, N.D. (AP) — State Aeronautics Commission Director Harold Vavra Saturday announced that the Federal Aviation Administration had allocated \$450,900 to the Grand Forks International Airport.

Vavra said the money would be used to construct a partial east-west taxiway, including installation of medium-intensity taxiway lights and markings.

The allocation was made on a matching basis so 90 per cent of the total cost of the work would come from federal funds and 10 per cent from local airport money, Vavra added.

## Airlines need rate increases

MINNEAPOLIS (AP) — Northwest Airlines and the entire U. S. airline industry will require rate increases this year, says Northwest Board Chairman Donald Nyrop.

Nyrop predicted, at the firm's annual shareholders' meeting Monday, that rate increases will be authorized.

The NWA chairman said fare increases would be needed for several reasons, including an anticipated jump of 11 per cent in fuel costs this year for Northwest. He said such jumps will be common throughout the industry.

Nyrop said NWA's added fuel costs this year will run to \$21 million.

Northwest revenues will exceed \$1 billion "quite substantially" in 1977, Nyrop predicted. It would be NWA's first billion-dollar year.

Nyrop said some revenue gains will come from increased traffic, and the remainder will result from increased rates and fares.

He predicted "another good year" for NWA profits but declined to make a specific forecast. Interest costs will be down, Nyrop said, because the debt has been reduced from \$125 million at the end of 1976 to \$107 now. Nyrop said the reduction was partly due to the sale of eight airplanes during the first quarter.

## LEGAL NOTICES

### ADVERTISEMENT FOR BIDS EAST-WEST PARALLEL TAXIWAY PAVING PROJECT GRAND FORKS

NOTICE IS HEREBY GIVEN THAT THE City of Grand Forks, North Dakota will receive sealed bids for the construction of East-West Parallel Taxiway Paving Project at the Grand Forks International Airport, Grand Forks, North Dakota until 2:00 p.m., June 1, 1977 at the City Hall, Grand Forks, North Dakota at which time and place all bids will be publicly opened and read aloud. Said improvements are to be constructed in accordance with approved drawings and specifications now on file at the office of the City Auditor, City Hall, Grand Forks, North Dakota. Copies of the drawings and specifications may be obtained from WEBSTER, FOSTER & WESTON, Consulting Engineers, 1616 Mill Road, Grand Forks, North Dakota 58201 upon deposit of \$50.00 for each set of documents. \$25.00 will be returned to those who return the documents within ten days from the date of bid opening. The approximate quantities of work and materials for construction of said improvements are as follows: Schedule I 8,200, C.Y., Common Excavation, P-152 11,500, C.Y., Embankment, P-152 3,300, C.Y., Borrow Excavation, P-152 11,550, S.Y., Subgrade Preparation, 2,900, C.Y., Gravel Subbase, P-154 132.5, L.F., Corrugated Steel Pipe 36" x 22', D-701 115, L.F., Corrugated Steel Pipe 39" x 18", D-701 9,370, S.Y., 8" P.C.C. Pavement, P-501 385, S.Y., Reinforcing, P-501 369, M.S.F., Topping, T-905 460, M.S.F., Seeding, T-901 \*\* L.S., Taxiway Painting, P-620 Schedule II 6,800, L.F., Cable Trench, L-108 9,400, L.F., Lighting Cable in Trench, L-108 1,850, L.F., Lighting Cable in Duct, L-108 6,800, L.F., Counterpoise in Trench, L-108 800, L.F., Counterpoise in Duct, L-108 \*\* L.S., Electric Room Equipment, L-109 120, L.F., 2 Cell Duct in Concrete, L-110 47, EA., Base Mounted Taxiway Lights, L-125 4, EA., Base Mounted Taxiway Guidance Signs (1 Panel) L-125 1, EA., Base Mounted Taxiway Guidance Signs (3 Panel) L-125 Each Contractor who submits a bid must hold a North Dakota Contractor's License as provided by law, and such license must have been in effect at least 10 days prior to the date set to open the bids. Each bid shall be accompanied by a bidder's bond in a sum equal to five percent (5%) of the full amount of the bid, executed by the bidder as principal and by a surety company authorized to do business in this state, conditioned that if the principal's bid be accepted and the contract awarded to him, he, within ten days after notice of award, will execute and effect a contract in accordance with the terms of his bid and a contractor's bond as required by law and the regulations and determinations of the governing board. Each bid is to be submitted on the basis of cash payment for the work and is to be enclosed in a sealed envelope addressed to the President of the Airport Authority. The successful contractor will be required to comply with all applicable Federal Labor Laws including the minimum wage rate decision of the U.S. Department of Labor. The proposed contract is under and subject to Executive Order No. 11244 of September 24, 1965, and to the Equal Opportunity Clause. The bidder must supply all information required by the bid or proposal form.

A Contractor having 50 or more employees who may be awarded a contract of \$50,000 or more and subcontractors having 50 or more employees who may be awarded a subcontract of \$50,000 or more will be required to maintain an affirmative action program, the standards for which are contained in the Specifications.

A Certification of Non-segregated Facilities must be submitted prior to the award of a federally assisted construction contract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

Contractors receiving federally assisted construction contract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed \$10,000 and are not exempt from the provisions of the equal opportunity clause.

NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

### NOTICE TO PROSPECTIVE SUBCONTRACTORS REQUIREMENT FOR CERTIFICATION OF NON-SEGREGATED FACILITIES

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It is a condition of this contract and shall be made a condition of each subcontract entered into pursuant to this contract that the Contractor and any subcontractor shall not require any laborer or mechanic employed in performance of the contract work in the surroundings or under working conditions which are unsanitary, hazardous or dangerous to his health or safety as determined under construction safety and health standards, Title 29 Code of Regulations Part 1518, 36 FR 7340, Promulgated by the U.S. Secretary of Labor in accordance with Section 107 of the Contract Works Hours and Safety Standards Act 82, Statute 96.

All work under this advertisement shall be started on a date to be specified in a written order from the Owner, notice of which shall be given the Contractor (10) ten days in advance. All work shall be completed within one hundred twenty (120) calendar days from the date of the Notice to Proceed, tentatively scheduled for July 15, 1977.

Each bid shall be marked on the outside of the envelope, the nature of the proposal and the name of the bidder, Contractor's state license number and class must be shown on the bid and on the outside of the envelope.

The right is reserved to reject all bids, and to waive any informality in any bid, and to hold bids for a period not to exceed 30 days from said date of opening bids.

Dated this 1st day of May, 1977. City Council, Grand Forks, North Dakota By: DONALD TINGUM, Auditor (May 10 & 17, 1977)

## LEGAL NOTICES

The Agassiz Health Systems Agency has completed its first year of operation as a conditional HSA under PL 93-641. The corporate annual report is to be available to the public by May 26, 1977 at the following locations in the Agassiz Health Services Area:

a. all newspapers

b. all radio and television stations

c. all public libraries

d. the agency's offices, 123 DeMers Avenue, East Grand Forks, MN.

DONALD E. DEMERS, Executive Director (May 23, 1977)

# Agassiz Health Systems Agency elects directors

Twenty-one Minnesotans and North Dakotans were elected to the board of directors of Agassiz Health Systems Agency at the group's annual meeting Friday in Grand Forks.

Elected were the following:

Donald Leonard, East Grand Forks; Everett Ault, Thief River Falls, Minn.; Stuart Folland, Karlstad, Minn.; Rosemary Henderson, Crookston, Minn.; Dr. Jacob Burke, East Grand Forks; Dr. John Jensen, Crookston; D. Hope Gullingsrud, Baudette, Minn.; Helen O'Dair, Park Rapids, Minn.

Alfred Wolfe, White Earth Reservation; Jean Maltais, Bemidji, Minn.

W.D. Johnson, Cando, N.D.; Arnold Lange, Rolla, N.D.; Ross Marine, Rolla, N.D.; Dr. R.D. McBane, Devils Lake, N.D.; Stanley Hoistad, Grand Forks; Dorian LaRocque, Walhalla, N.D.; Arthur Bilden, Jr., Northwood, N.D.

Lois Stanislawski, Grafton, N.D.; JoAnn Hurley, Grand Forks; John Hillis, Cavalier, N.D.; Dr. David Glatt, Cavalier, N.D.

Wolfe represents Minnesota Indians and is new on the board. The only race for board of directors occurred between Dr. Glatt, who won over Dr. Harold Evans, Grand Forks.

Speakers at the symposium on laws

which concern public health agencies were:

John Dilley, director of Minnesota's State Health Planning Development Agency; Edward Sypniewski, director of the North Dakota counterpart; Dr. John Vennes, associate dean for academic affairs for the University of North Dakota College of Medicine, and Lucio Flores, Denver, Colo., planning consultant for the Department of Health, Education and Welfare Region 8.

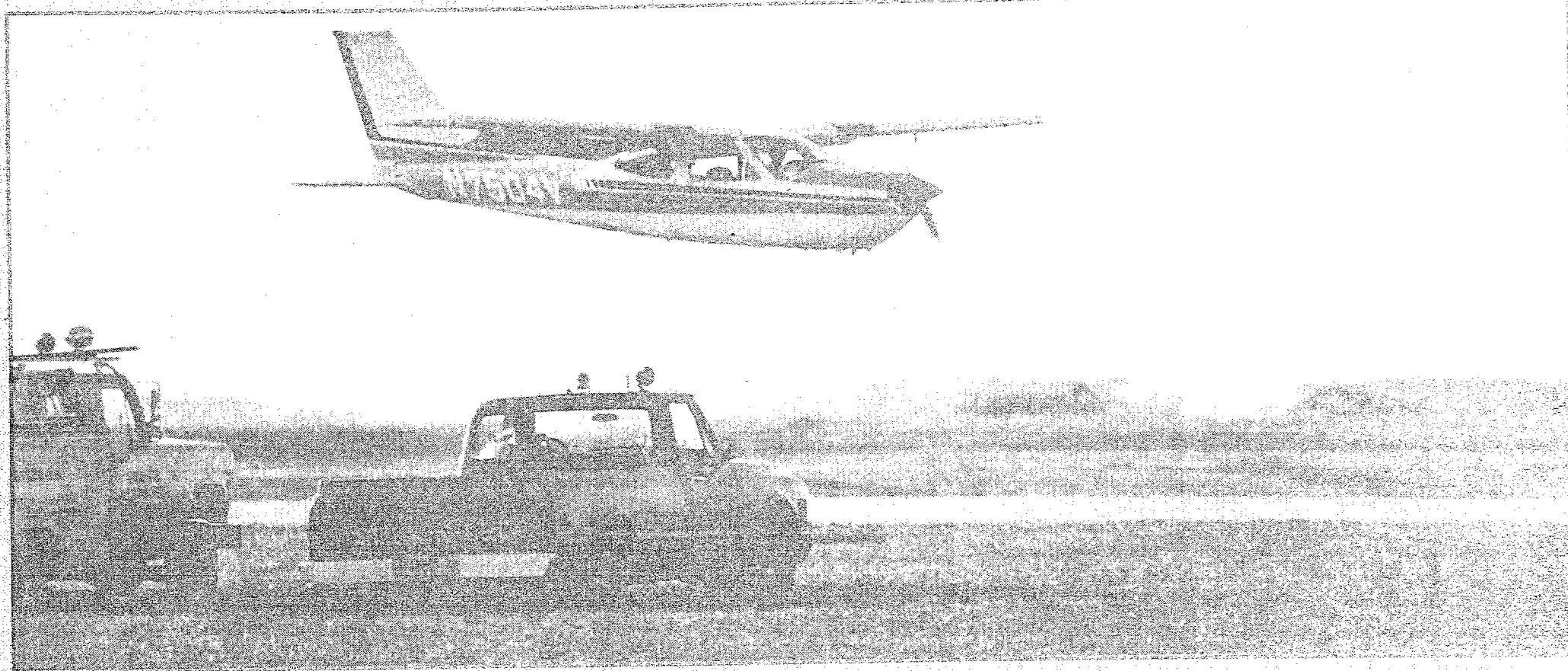
Dilley spoke on the impact of the state group in health planning. Sypniewski spoke on the role and impact which a state health plan will have. Vennes focused on the development of an Agency's health

system plan and its potential impact in planning for growth in the health care delivery system. Flores concluded the program with a discussion encompassing plan implementation and project review.

About 120 registered for the meeting. A dinner concluded the event.

Agassiz Health Systems Agency is headquartered in East Grand Forks. It serves Rollete, Towner, Cavalier, Pembina, Ramsey, Walsh, Benson, Eddy, Nelson and Grand Forks counties in North Dakota and Kittson, Roseau, Lake of the Woods, Marshall, Beltrami, Polk, Pennington, Red Lake, Clearwater, Norman, Mahanomen and Hubbard counties in Minnesota.





Pilot George Connelly made one more pass before landing safely.

HERALD PHOTOS BY RON SMITH

## Pilot: Belly landing 'nothing spectacular'

By Tony Benjamin  
Herald City Editor

Half an hour after piloting his single-engine airplane to a safe landing without the aid of wheels, George Connelly was flying again.

"It's just like when you fall off a horse — you better get right back on or it'll get the better of you," Connelly says.

More photos on Page 2A

Connelly, 19, is stationed at the Grand Forks Air Force Base where he works as a fire fighter. He's been flying since last October.

About 3 p.m. Sunday, he rented a plane and took off from Grand Forks International Airport on a solo practice flight.

Shortly after becoming airborne, Connelly says he realized his landing gear wouldn't go back down on the blue and white airplane leased to Grand Forks Aviation.

For over three hours, Connelly circled the airport trying to make the wheels lock into place. Despite instructions from those on the ground, nothing worked.

And with five hours worth of fuel aboard, Connelly says he was in no hurry to land the plane.

"There was no time to panic, or anything like that," Connelly said Sunday night. "To tell you the truth, I guess I was too busy trying to get the gear down to worry much."

Russell Seaver, the owner of Grand Forks Aviation and one of those on the ground trying to figure out what caused the malfunction and ways to fix it, said Monday there was no rush to bring the airplane down.

"There was plenty of daylight, and the plane had plenty of fuel," Seaver said. "To the non-pilot, the situation probably sounds more serious than it was."

With an ambulance and fire equipment standing by, Connelly brought the plane down on a grassy area near an airport runway.

Connelly described the belly landing as "nothing spectacular."

"When you get right down to it, there wasn't much else to do," he said.

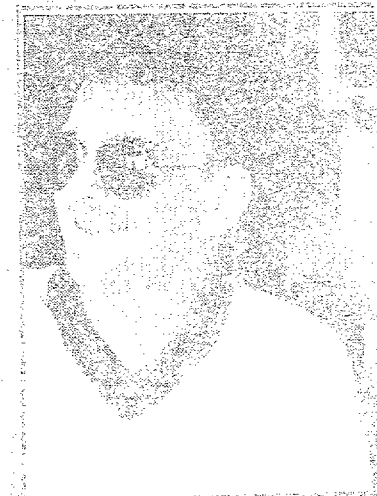
Connelly wasn't injured, and damage to the aircraft, a 1976 model Cessna 177 RG, appears slight.

Mechanics were working on it Monday morning.

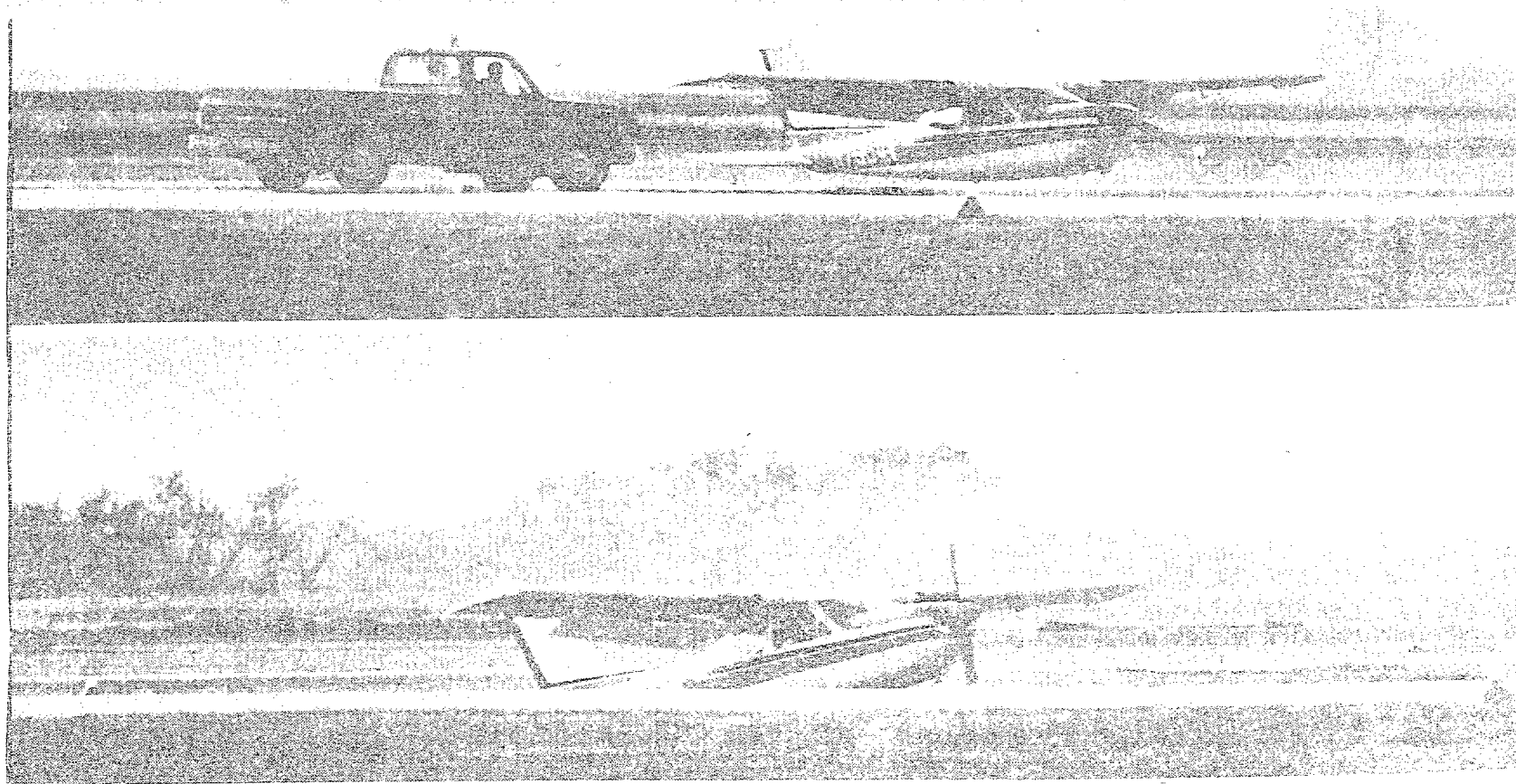
Connelly, from Libertyville, Ill., has been stationed in Grand Forks since August 1976.

Will he keep on flying after Sunday's gearless landing?

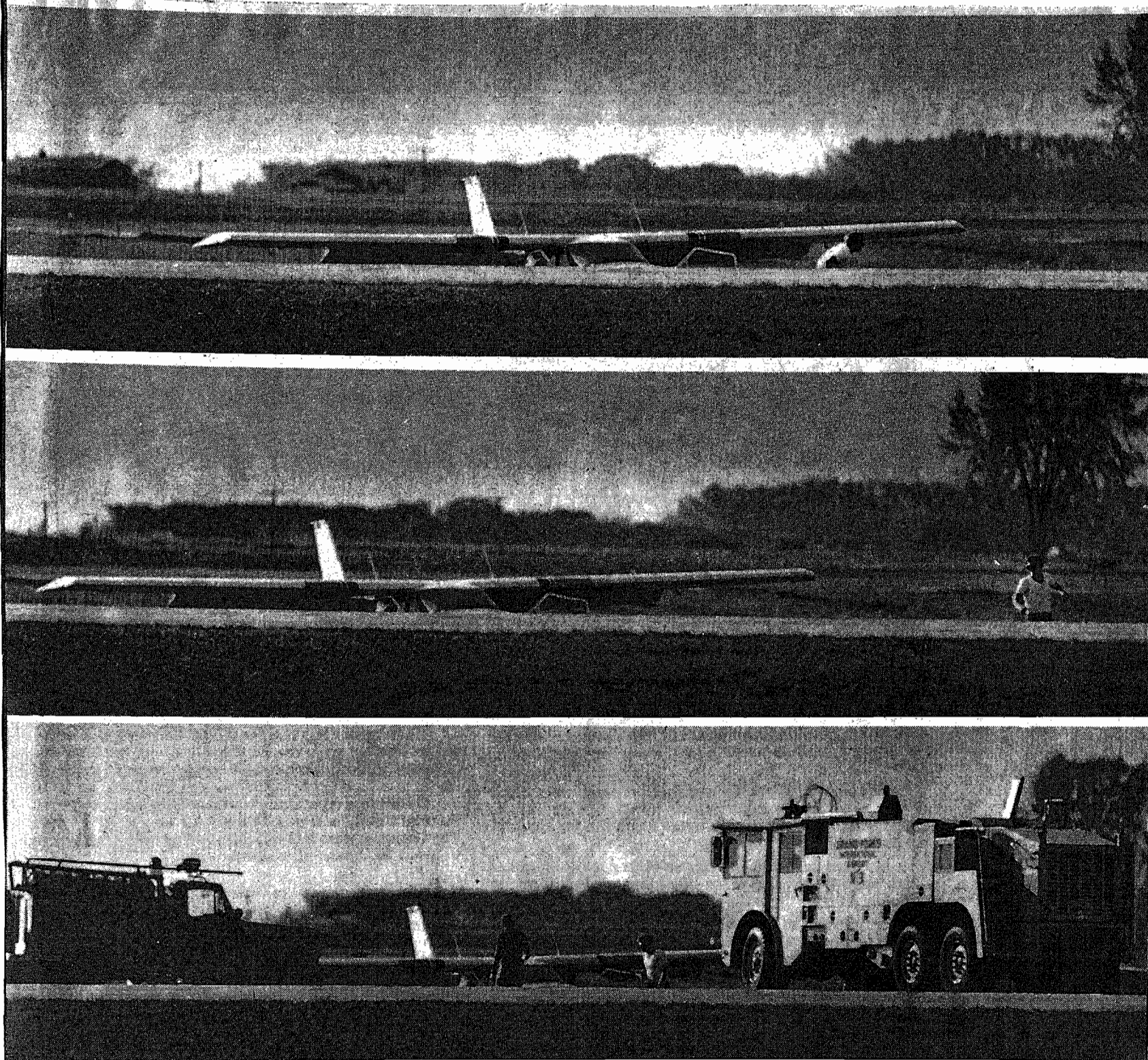
"Oh sure," he replies, as nonchalantly as he landed the crippled airplane in the grass Sunday afternoon.



George Connelly







## Belly flop to safety

HERALD PHOTOS BY RON SMITH

5-9-77

After circling Grand Forks International Airport for more than three hours Sunday with his rented plane's landing gear stuck, pilot George Connelly made a safe wheels-up landing next to an airport runway. After the craft skidded to a halt, Connelly — who was un-

injured — quickly hopped from the craft and was quickly joined by members of the airport's fire department. The plane was only slightly damaged. For the full story, see Page 1A.



Remember where you Heard it.

**A DRILLER** — As a Grand Forks City Council committee was plodding through preliminary attempts to cut departmental budgets, it was noticed that the airport administration asked for \$500 for tools and portable equipment. "A lot is for bits," City Administrator Robert Simons said, adding, "I don't know why they drill so many holes." The committee axed the proposal to \$250. "They could use a bit less," Chairman Neil Hensrud said.

6-26-77

**Derek John Greenberg**, infant son of Mr. and Mrs. Skip Greenberg, rural Grand Forks, was baptized during at Augustana Lutheran Church. Rev. Nathan Lundgren officiated. Sponsors were Chris Greenberg, Mrs. Pat Coss, and Mr. and Mrs. Mark Wedin. Maternal grandparents are Mr. and Mrs. Robert Wedin, 1505 First Ave. N., and paternal grandparents are Mr. and Mrs. Art Greenberg, 2505 Belmont Road.

## AGENDA CITY COUNCIL MEETING MONDAY, JUNE 6, 1977 7:30 P.M.

Matter of awarding bids for construction of E/W parallel taxiway paving project.  
Matter of awarding contract for game room concession at airport.

## Airport office plan suspended

**BISMARCK, N.D. (AP)** — Administrator Langhorne Bond of the Federal Aviation Administration has suspended a regional reorganization plan to abolish the FAA airport offices at Bismarck, Pierre, S.D., Helena, Mont., and Salt Lake City, Utah, according to Harold Vavra, commissioner of

aeronautics for North Dakota.

The plan also would have created a new FAA airport office at Billings, Mont.

In a statement from Washington, D.C., Vavra said the recently appointed administrator issued the order until the plan could be reconsidered.

## FAA closings discussed

**BISMARCK, N.D. (AP)** — North Dakota Aeronautics Commission Director Harold Vavra and five local officials were to attend a meeting Tuesday in Denver, Colo., to discuss the reorganization of Federal Aviation Administration offices.

Vavra and other officials have objected to a regional reorganization plan that would abolish FAA airport offices in Bismarck as well as in Pierre, S.D., Helena, Mont., and Salt Lake City, Utah.

FAA Administrator Langhorne Bond last week suspended the plan and asked the Rocky Mountain Region office in Denver to submit a report on the meeting.

Vavra said Monday that officials in the Dakotas and

Montana have proposed consolidating the Pierre FAA office into a larger one at Bismarck and keeping the Helena office.

"Under this format, there would be no need for a new office at Billings, Mont.," Vavra said.

Vavra said the officials accompanying were: Raymond Heinemeyer, manager of the Bismarck Municipal Airport; Joe Parmer, executive director of the Fargo Municipal Airport Authority; Robert Simons, Grand Forks director of administration, for the Grand Forks International Airport; Clinton Petersen, manager of the Minot International Airport; and Paul Lange, commissioner of the Devils Lake Municipal Airport Authority.

## Plaque stolen from local airport

A plaque recalling the career of Lester O. Jolly, long time aviator and commercial flight operator, has been stolen from the wall at the terminal at the Grand Forks International Airport. Norman S. Midboe, acting airport manager, said this week the plaque is primarily of sentimental value to airport employees, pilots and visitors. Midboe said if the plaque should be returned, "no questions will be asked."

6-25-77



## The Herald's comments Airline regulation

The Carter Administration is pushing for deregulation of the airlines, in effect allowing all lines to serve whatever cities and routes they desire.

In a somewhat surprising twist, the airlines generally are opposing the idea. So are smaller communities now served by airlines, which fear that they would lose service as a result.

One airline executive predicts that if the deregulation is approved, competition will become so strong that many now profitable lines will be bankrupted by it. He predicts that within three years of deregulation, the nation would be down to five surviving lines — the rest having been gobbled up by those which are successful in maintaining their patronage or which are able to swallow the losses and keep operating longer.

Almost every newspaper in South Dakota has come out in opposition to the deregulation idea. That state, which has lost all of its railroad passenger service, fears that it also would lose all or most of its airline service.

The same threat, at least potentially, would face many, if not all, North Dakota cities with airline service. Not that the airlines are not operating profitably in this state today, but if suddenly they could start serving what seem likely to be more profitable routes, they might be tempted to reduce or eliminate service here and divert their planes to new routes.

Most commercial airlines now are petitioning for the right to

new routes — usually serving major markets. When they get authorization to serve those routes, they have either to add equipment and personnel, or take it from routes which are only marginally profitable.

Some lines, despite the gloomy predictions, probably would decide to continue serving their present cities — hoping to benefit by the reduced service their competitors would leave for them. But as demands for extra service would develop on some of the present routes, even they might find it necessary to increase service on those and reduce it elsewhere.

We generally favor the concept of allowing business to operate without regulation insofar as possible. In the long run, we believe, if there is a market, there will be someone to serve it.

Nevertheless, we are troubled by the idea of complete and immediate deregulation of the airlines. Having seen what has happened to railroad passenger service, we cannot look with optimism at what might happen from suddenly allowing airlines to give up present routes and take on new ones, willy-nilly.

Grand Forks and the area it serves now have excellent airline service from three carriers. We would like to keep that service and, in fact, expand it. We have long felt the need for scheduled direct airline service to Bismarck and Duluth, for instance.

Even though it runs counter to our general philosophy, we hope there will not be a rush to deregulate the airlines.



HERALD PHOTO BY JIM GREY

### Heavy traffic

National Guardsman Anthony Banks directs traffic at Grand Forks International Airport Monday as the troops and their trucks began hauling dirt. The project is part of the annual summer training of the North Dakota Army National Guard.

The 818th Engineer Company (dump truck) of Grand Forks is the crew working at the airport. The fill is being graded into a new parking lot area for light aircraft.



HERALD PHOTO BY RON SMITH

### A truck with problems

A North Dakota Army National Guard dump truck didn't keep on truckin' Wednesday. It slipped into a ditch near the west end of DeMers Avenue west of Grand Forks instead. And before the rescue operation

was over, it looked like half the state's guard turned out to help. The guard's 818th Engineer Company is hauling dirt to Grand Forks International Airport as

part of its two-week summer training exercise. There were no injuries reported in the mishap. Just some red faces.



## Stanley Wick retires

Stanley R. Wick, who has been employed for 36 years by the City of Grand Forks, retired Thursday as sanitarian.

Wick, 810 Fifth Ave. N., was in charge of City Health Department inspections of food and drink establishments.

He held that position since 1959. He began working for the city in the fire department in 1941. He was appointed captain in the fire department in 1953 and became a fire inspector that year, working in fire prevention duties.

When he retired Thursday, Wick had been employed by the city longer than any other current employe except one.

His position will be filled



Stanley R. Wick

by Myron Larson, who was a firefighter.

Wick said he plans to spend much of his retirement on the golf course.

## AGENDA CITY COUNCIL MEETING MONDAY, JULY 18, 1977 7:30 P.M.

- 6-5 Matter of hiring consulting firm to draw plans and specifications for paving projects in general aviation area at airport.
- 6-6 Matter of submitting application for federal aid for acquisition of road patrol at airport.

7-20-77

### Bismarck aviation office to stay open

The Federal Aviation Administration said Tuesday it would maintain an office in Bismarck, but would close its offices in Pierre, S.D. and Salt Lake City, Utah. Harold A. Vavra, director of the North Dakota aeronautics commission, said plans to close the Bismarck office and to consolidate its function in the FAA office in Billings, Mont., had been discarded. Instead, Vavra said the Bismarck office would stay open, but its staff would be reduced from five to three people. He said the office would be staffed by two airport engineers and one secretary. He said the programming and planning functions of the Bismarck office would be transferred to the FAA regional office in Denver, Colo.

## AGENDA CITY COUNCIL MEETING MONDAY, AUGUST 15, 1977 7:30 P.M.

- 1 ROLL CALL:
- 2 READING AND APPROVAL OF MINUTES: August 1, 1977.
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES & COMMUNICATIONS:
- 3-1 Tabulation of bids on various improvement projects:
- 3-5 Request by D. Caldwell to operate shoe shine concession at airport.
- 6-5 Matter of proposal from APCOA, Inc. for parking lot rate increase at airport.
- 6-6 Matter of approving plans and specifications and calling for bids on light-duty apron expansion and new taxiway access to existing general aviation area.

## Some planes turned away

8-2-77

# Grand Forks airport can't handle all landing requests

By Anne Valentine  
Herald Staff Writer

The Grand Forks International Airport isn't able to handle all the requests for landing privileges coming its way because of the strike of Canadian air traffic controllers, says Tom Breton, airport operations manager.

### Related story on Page 8A

"We've had to turn some away because of congestion on the ramp," Breton said Tuesday morning. "We're looking pretty carefully at requests to bring some of the larger planes in here, because the airlines don't have unloading stairs high enough."

Breton said six planes were parked on the airport ramp, compared with a usual number at the time of four, "and we have to plan so we're sure we can get them in and get them out."

Seven U.S. airline flights, in addition to 11 normally handled by the airport, were scheduled to fly in Tuesday, and one Canadian flight was also expected.

"We're not sure how long this will go on, but we hope to get some word on action of the Canadian Parliament sometime this afternoon, so we can plan our operations a little better," said Breton.

He said no city employees at the airport, including refueling and parking workers, had been placed on overtime because of the overload caused by rerouting of Winnipeg flights through Grand Forks.

Buses continued to transport Canadian travelers across the border and to the Grand Forks Airport for takeoff Monday.

He said a lack of airline employees including ticket and baggage agents was also causing the airport to turn away requests to use runways.

Meanwhile, the terminal was "so jammed you can hardly get through the airport. You have to go in one door and out the other," because of the additional passenger load, Breton said.

spokesperson for Northwest Airlines said flights were arriving and departing "pretty much on schedule," but he said the airlines was having trouble handling passengers arriving at the airport less than one hour before scheduled departure.

## Canadian air traffic controllers walk out

OTTAWA, Canada (AP) — Virtually all commercial flights into and out of Canadian airports were grounded today by an air traffic controllers strike called to press demands for a 12.6 per cent pay increase in defiance of government anti-inflation wage guidelines.

The government dispatched military aircraft today to bring members of parliament back to Ottawa from summer recess. They are scheduled to meet Tuesday to debate legislation that would order the government-employed controllers back to work.

A spokesman for the Air Transport Association of Canada estimated that the strike, which began early Sunday in the midst of Canada's peak tourist season, was costing Canadian airlines between \$5 million and \$7 million a day in lost revenues.

The walkout by the Canadian Air Traffic Control Association (CATCA), which represents 2,200 controllers, appeared to dim hopes the industry might break even this year after losing more than \$20 million in 1976.

Government-run Air Canada and privately owned CP Air — Canada's major airlines — canceled most flights after CATCA members left their posts. The controllers guide flights in the air and supervise takeoffs and landings.

## Airport takes up Canadian overload

By Ann Valentine  
Herald Staff Writer

U.S. airlines have routed nine additional flights through Grand Forks International Airport because of a strike by Canadian air traffic controllers, nearly doubling operations at the local airport.

In addition, Canadian airline flights were expected at the airport, adding further to Grand Forks airport activity.

Tom Breton, assistant manager for airport operations, said Monday morning that demand for aircraft fuel was three times higher than normal, adding that additional fuel has been ordered from St. Paul.

Northwest Airlines is routing four additional flights through Grand Forks; Frontier and North Central Airlines two flights; and Ozark Airlines, which doesn't usually serve Grand Forks, one flight. The airlines are running passenger buses between Grand Forks and Winnipeg.

The local airport usually serves 11 flights daily through Grand Forks.

Far from costing city taxpayers money, the increased airport activity is generating more than the usual amount of revenue in landing and fueling fees at the city-managed facility, Breton said.

The Grand Forks International Airport parking lot had more than its usual share of cars with Manitoba license plates Monday morning, and airport workers said Winnipeg taxi cabs were bringing in passengers.

The coffee shop was filled with passengers waiting for flights, and some waiting for buses to drive them home to Winnipeg.

Passengers weren't the only ones inconvenienced by the strike Monday morning — R. Bauer, Northwest ticket salesman, had worked until 11:30 p.m. Sunday, returning to work at 7 a.m. Monday morning.

"Most people are being understanding about this," he said. "They know we're doing the best we can, but I suppose that could change if this goes on for a while."

Roone and McMahon, the sleepy-looking floor-covering floor salesmen, agreed they were somewhat miffed by the three-hour bus ride.

"I'm a person who likes to lay in a bit, and I didn't appreciate rising at that hour (3 a.m.)," said Roone. "And of course when we come back tomorrow night, it will be another bus ride back home."

Grinning, he added: "Like I always say, when you've time to spare, travel by air."

## Canada air controllers settlement sought

OTTAWA, Canada (AP) — Members of Parliament flown in by military aircraft gathered for an emergency session today to consider legislation imposing a settlement in Canada's crippling air traffic controllers strike.

The three-day-old walkout by 2,200 controllers demanding a 12.6 per cent pay increase has all but emptied Canadian skies of commercial flights, has forced the layoff of hundreds of airline workers, is delaying the mails and has ruined the travel plans of thousands of Canadians and visitors.

The strike has driven Air Canada to set up a skeletal route system just south of the border to connect major Canadian cities.

It also caused some major delays at overloaded U.S. airports handling rerouted or newly scheduled flights.

The Liberal government

of Prime Minister Pierre Elliott Trudeau appeared to have multipartisan support to rush the bill through Parliament later today.

The bill would impose a settlement calling for an 8 per cent pay increase.



# 8-10-77 Canadian controllers ordered to end strike

OTTAWA, Canada (AP) — The House of Commons early today ordered Canada's striking air traffic controllers back to work. Normal air service, all but suspended for three days, was expected to resume later in the day.

The emergency back-to-work legislation was passed overwhelmingly in the Commons and was sent to

the Senate for its approval. Passage in that largely powerless house and the signature of Canada's governor general were considered mere formalities.

The legislation also imposes a 7.4 per cent pay increase on the government-employed controllers, who wanted 12.6 per cent, and calls for individual fines of up to \$100 a day if they

refuse to return to work.

Leaders of the striking Canadian Air Traffic Control Association (CATCA) had said they would urge members to go back to their jobs if the bill was enacted.

"Air Canada ... could have aircraft aloft by noon," a spokesman for the airlines' industry association said early today. "And

there might be some going out bright and early, depending on local circumstances."

The legislation was passed in the House of Commons by a vote of 136 to 11. The ruling Liberals and the major opposition party, the Progressive Conservatives, voted for the measure. Ten members of the third-strongest party, the left-leaning New Democrats,

voted against it.

The strike, which began early Sunday, stranded and otherwise inconvenienced tens of thousands of Canadian air passengers and visitors, forced the layoff of at least 3,000 airline workers and others, backed up the mails and caused major delays in operations at some northern U.S. airports handling rerouted Canadian flights.

8-10-77

Canadian air control strike is over

## Grand Forks International Airport is back to normal

By Anne Valentine  
Herald Staff Writer

Operations returned to normal at Grand Forks Airport Wednesday morning at the close of a three-day strike by Canadian air traffic controllers which diverted many Winnipeg flights through the local airport.

Related story on Page 8C

Norman Midboe, acting manager, said he was told by an airline official at mid-morning Wednesday that flights normally scheduled for Winnipeg would be flying into that airport effective immediately, and a Northwest flight was bound for that city.

The Canadian Parliament early Wednesday morning rushed through emergency legislation ordering striking air controllers back to work.

Midboe said some rationing of jet fuel had been necessary while about seven additional flights daily were

routed through the Grand Forks Airport. Fuel demands were met, he said, but some planes were given less fuel than requested, forcing a landing for at least one Canadian airline flight at another U.S. airport for additional fuel.

Preference in fuel requests was given to regularly scheduled flights, Midboe said.

At the Greyhound station in Grand Forks, a spokesperson said Wednesday morning more passengers had been riding the night bus from Winnipeg to Grand Forks and the morning bus in the other direction during the controller strike, estimating that 40 passengers rode the night bus Tuesday, compared with a normal load of four or five.

Star Bus Lines of Grand Forks was one of several bus companies hired by the airlines to transport air passengers between Winnipeg and Grand Forks, and a

spokesperson said two Star buses had been running daily between the cities with Frontier and North Central passengers aboard.

The airlines were charged normal charter fees, in the area of \$320 for a round-trip, for the bus service.

At the U.S. Customs Service at the airport, Inspector Don Porter said he had been busier than usual during the strike examining cargo in the buses and supervising its loading and unloading. He said baggage was being inspected by U.S. customs agents at the Winnipeg Airport.

The Pembina customs border station reported heavier than usual traffic across the border during the strike. Todd Hulsether, customs agent, said four or five additional buses daily and a number of private vehicles were traveling through the station.

He said baggage of travelers wishing to enter the United States was being checked by U.S. inspectors at Winnipeg.

Some passengers were paid by an airline for a stay overnight in Grand Forks during the strike. Leland Danzeisen, Frontier Airlines sales service manager, said if passengers came by private transportation to the local airport, they were reimbursed for necessary travel and living expenses.

He said if they rode the Frontier bus, however, no financial adjustment was made to tickets.

Howard Peterson of Northwest Airlines said some passengers on his airline had been refunded money on their tickets because of the bus ride, "but with 100 people at the counter, we didn't do much ticket adjusting. It was kind of a hit and miss proposition."

### LEGAL NOTICES

#### ADVERTISEMENT FOR BIDS

1. Sealed bids for Airport Apron Paving Project including apron, connecting taxiway, and automobile parking at Grand Forks International Airport will be received by the City of Grand Forks, North Dakota until 2:00 p.m., CDT on the 1st day of September, 1977, at the City Council Chambers in the City Hall of Grand Forks, North Dakota at which time they will be opened and read publicly.

2. The project will consist of the following approximate quantities: 4,054 sq. yd. of 5" deep strength asphalt; 648 sq. yd. of 4" deep strength asphalt; 3,983 cu. yd. of fill material; 140 l.f. of 15" CMP culvert; 12 each aircraft mooring eyes.

3. The Drawings and Specifications have been prepared by: KBM, Inc. Design Consultants of Grand Forks, North Dakota. Bidding Documents may be obtained from the office of KBM, Inc., 1604 South Washington Street, Grand Forks, ND 58201, upon payment of \$10 (NOT REFUNDABLE) for each set.

Plans and Specifications are on file at the office of the Engineer, the City Auditor in the City Hall.

4. Each bid must be accompanied by a Bidder's Bond in a sum equal to 5 per cent of the full amount of the bid, executed by the bidder as principal and by a surety company on the Treasury Department's most current list and authorized to do business in this state, conditioned that if the principal's bid be accepted and the contract awarded to him, he, within 10 days after notice of award, will execute and effect a contract in accordance with the terms of his bid and a Contractor's Bond as required by law and the regulations and determinations of the Council.

5. All bidders must be licensed for the highest amount of their bids, as provided by Section 43-07-05, and no bid will be read or considered which does not fully comply with the above provisions as to bond and licenses, and any bid deficient in these respects submitted will be resealed and returned to the Bidder immediately.

6. The Owner reserves the right to hold all bids for a period of sixty (60) days after the date fixed for the opening thereof, and to reject any and all bids, and to waive any other formalities or irregularities.

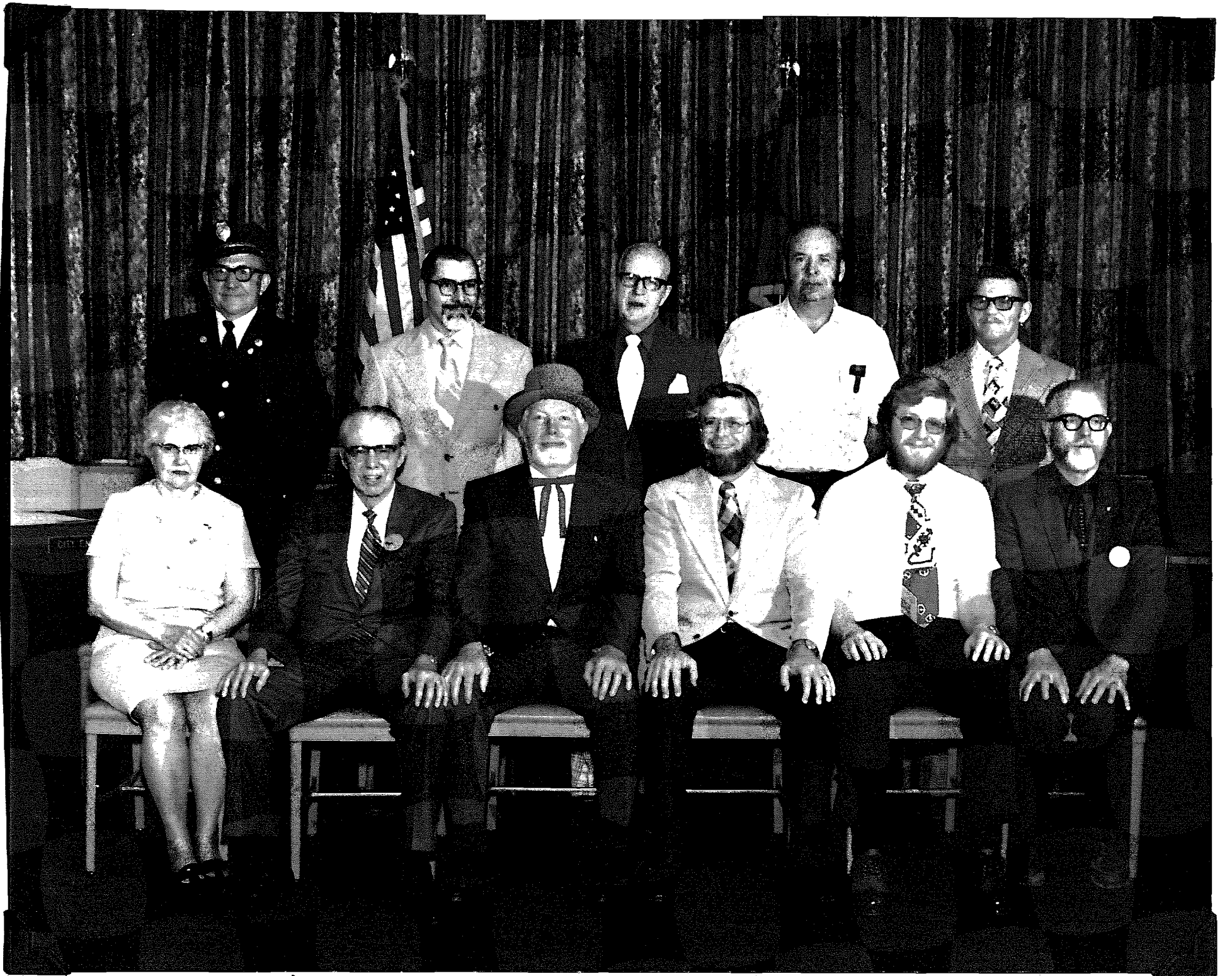
7. The installation of all materials and equipment shall be completed within forty-five (45) calendar days commencing on the date of the written "Notice to Proceed" or no later than November 1, 1977.

Dated this 16th day of August, 1977.  
DONALD TINGUM,  
City Auditor  
City Hall,  
Grand Forks,  
North Dakota  
(August 20, 24, 31, 1977)



S & S CONSTRUCTION WORKING ON PREVIOUSLY UNPAVED N-S PARALLEL TAXIWAY CENTER SECTION, AUGUST-SEPT.-1977,

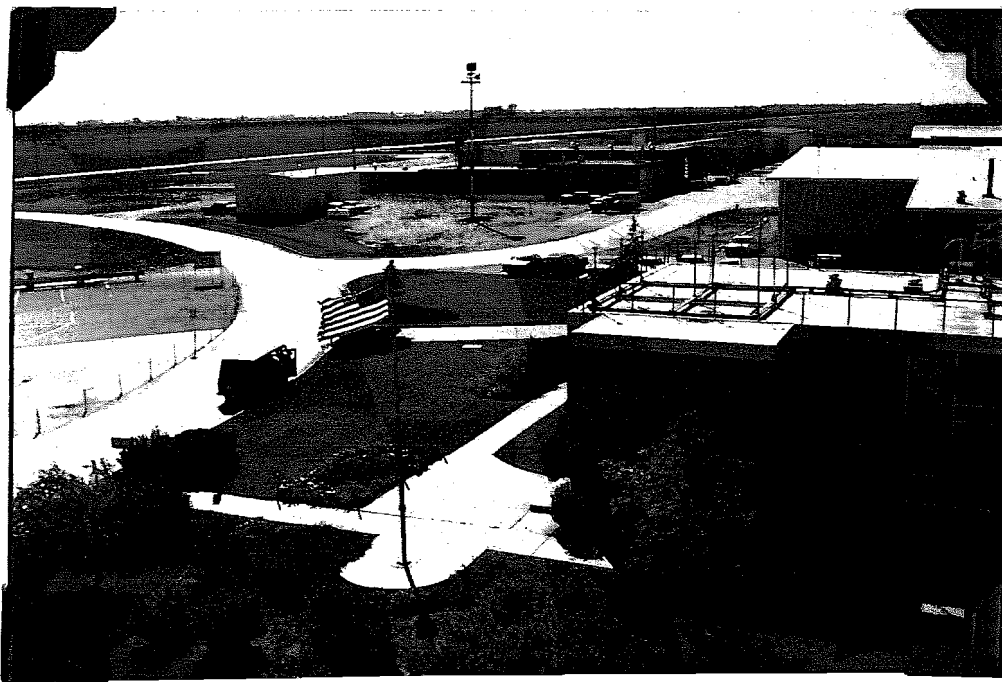




CITY OF GRAND OFFICIALS - 100 YEAR CENTENNIAL YEAR - 1974

TOP ROW: LLOYD FAIRWEATHER - FIRE CHIEF  
 ROBERT LERUDE - CITY AUDITOR  
 KENNETH LARSON - AUDITORIUM MANAGER  
 RAYMOND CORBET - SUPT. OF STREETS & SANITATION  
 NORMAN MIDBOE - AIRPORT MANAGER

BOTTEM ROW: INGER ONSTAD - CITY TREASURER  
 RAY S. NILES - DIRECTOR OF FINANCE  
 MARVIN DEAN - HEALTH DEPARTMENT  
 ROBERT SIMONS - DIRECTOR OF ADMINISTRATION  
 THOMAS LONGMIRE - PERSONAL OFFICER  
 FRANK ORTHMEYER - CITY ENGINEER

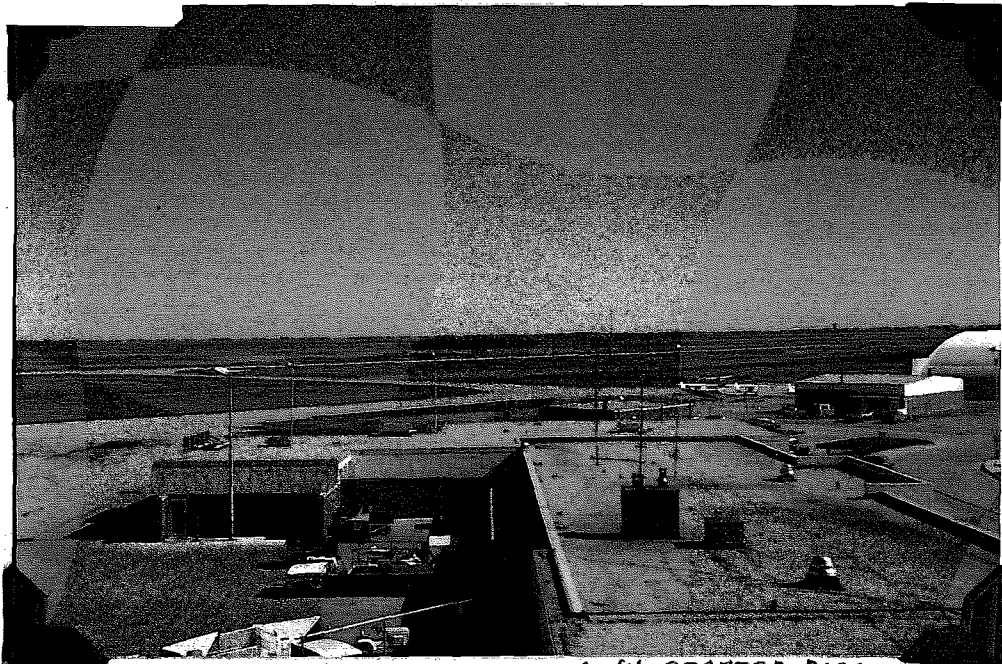


PICTURE OF GEN. AV. HANGAR AREA PRIOR TO CONSTRUCTION  
 OF ADDITIONAL PARKING SPACE BY NODAK CONTRACTING IN  
 SEPT. - OCTOBER 1977.



EXISTING GENERAL AVIATION AREA PRIOR TO BEING  
 ENLARGED BY NODAK CONTRACTING IN SEPT.-OCT., 1977.





S & S CONSTRUCTION OF MOORHEAD MINN. STARTED DIRT WORK ON EAST SEGMENT OF E-W PARALLEL TAXIWAY ON AUG. 18, 1977. PICTURE ABOVE SHOWS NEW TAXIWAY TAKING SHAPE.

The council also okayed spending about \$56,100 on improvements to Grand Forks International Airport, including construction of a paved aircraft parking area and connecting taxiway, installation of a new pump, purchase of an electrical device to provide an alternate airport power source, to be financed half by Nodak Rural Electric and half by the city.

**NOTICE OF CALL FOR BIDS**  
Notice is hereby given that sealed bids will be received for a new articulated frame motor grader at the Office of the City Auditor, City Hall, P.O. Box 1518, Grand Forks, ND 58201, up to 2:00 PM October 31, 1977. A 5% bid bond will be required with each bid. Forms for bidding and specifications may be obtained at the Office of the City Auditor by writing to the above address or telephone 775-8103 - Ext. 40.  
DONALD O. TINGUM  
City Auditor  
(October 20, 27, 1977)

**10-16-77**  
**AIRPORT ATTENDANT:** Salary \$919 per month to start plus liberal fringe benefits. Duties: Services aircraft and maintains the airport runways and buildings. Requirements: High school graduate or equivalent. One year experience as an airport attendant or equivalent combination of education and experience. Qualifications: Working knowledge of aircraft fuel and airport operations. Must be able to operate mechanical equipment. Must be able to work outside in varying weather conditions. Applications and job descriptions may be picked up at the Personnel Office, P.O. Box 1518, City Hall, 404 2nd Ave. North, Grand Forks, ND 58201. Equal Opportunity Employer.

## City airport to get U.S. grant

Grand Forks will receive \$431,643 next year from the federal government for the airport, according to Norman Midboe, airport manager.

The money includes \$349,200 for construction of an extension of an east-

west taxiway, and to purchase snow removal equipment.

The remaining \$82,243 will be used for a project to be determined later next year, or it will be saved for projects in future years, Midboe said.

## Whirlybird lessons now offered locally

By Anne Valentine  
Herald Staff Writer

Thought the whir outside your house was an airplane? It may not be.

The University of North Dakota started offering helicopter lessons to aviation students this fall, and Doyle Kargel, helicopter owner, says three are taking them.

The chopper is kept at Grand Forks International Airport, where students go to work toward a commercial helicopter pilot license.

The course makes UND the only university in the country with a helicopter pilot training program, said Kargel.

UND leases the whirlybird from Helicopter Service, a new Grand Forks company owned by Kargel and two other men. In addition, the machine is being leased to the Grand Forks County Sheriff's Department for rescue missions, and it may also be used to survey power lines and for sightseeing tours.

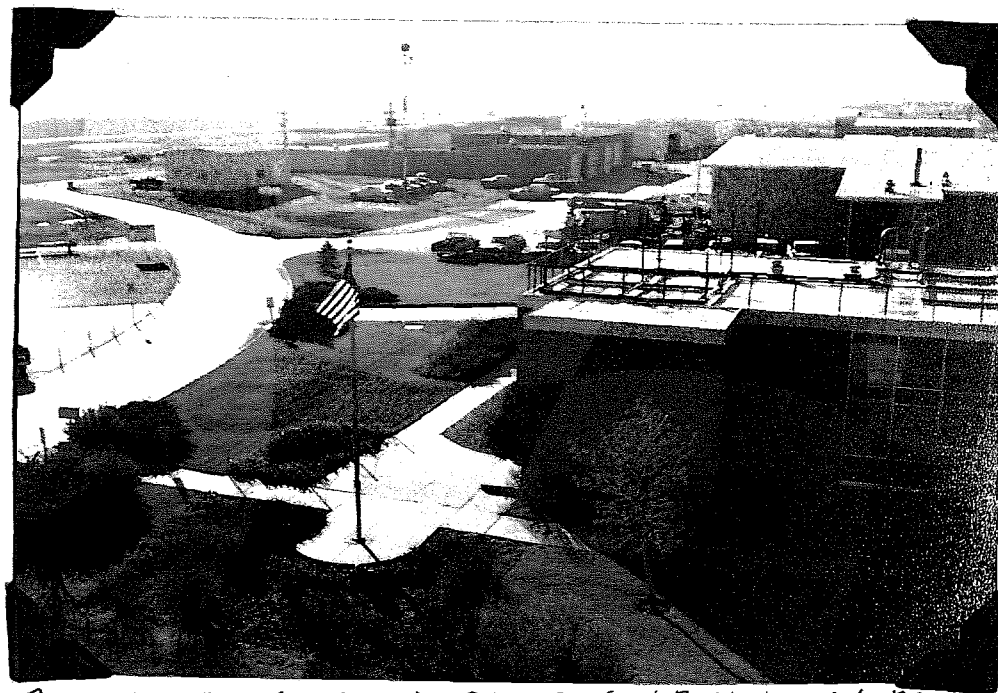
Interested in learning to fly a chopper but don't want to enroll at UND? Kargel said students should hold a commercial pilot's certificate with an airplane single-engine landing rating from the Federal Aviation Administration.



John Odegard, left, and Doyle Kargel

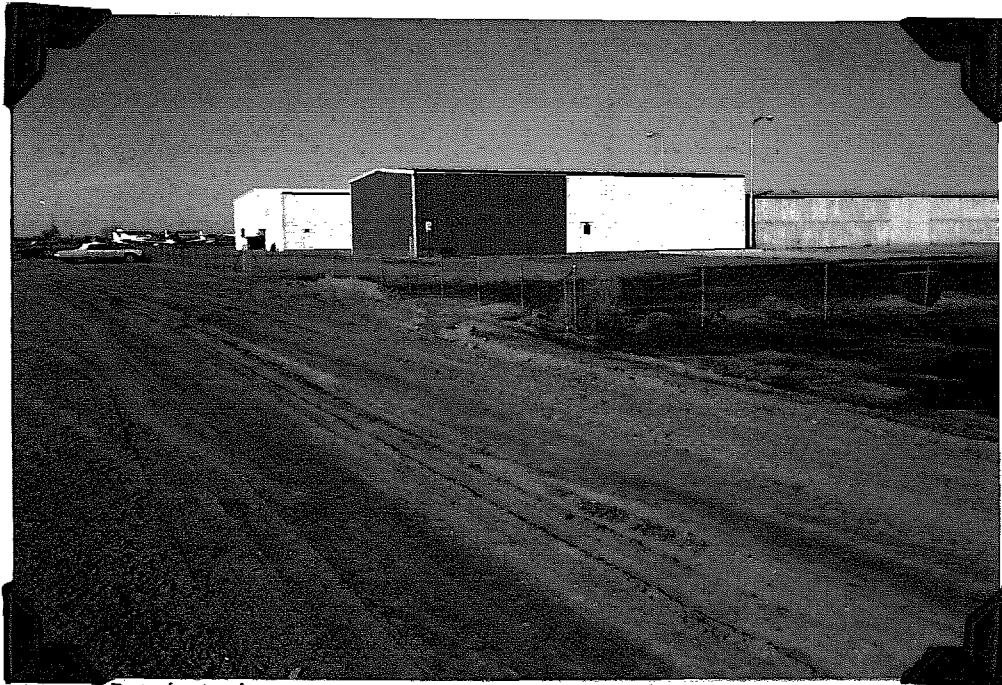
## AGENDA 10-16-77 CITY COUNCIL MEETING MONDAY, OCTOBER 17, 1977 7:30 P.M.

- 1 ROLL CALL
- 2 READING & APPROVAL OF MINUTES: October 3, 1977
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES & COMMUNICATIONS:
  - 3-1 Matter of bids received on Watermain Project No. 2702 and Sewer Proj. No. 2703 on Hughes Ct.
  - 3-2 Public hearing on 1977 special assessments, for paving, watermain, sanitary and storm sewer projects, street improvement and building demolition.
  - 3-3 Request to change Norbert's Bar to The Beer Barrel.
  - 3-4 Matter of Summons in District Court — Paul J. Herman vs. Terrance Magnuson & City of Grand Forks.
  - 3-5 Audit report of City for fiscal year ending June 30, 1977.
- 6 REPORTS OF STANDING COMMITTEES:
  - 6-1 Application for abatement of 1977 taxes on Lot 19, Blk. 54, Alexander & Ives' Addn.
  - 6-2 Matter of partial cancellation of 1977 parking lot assessments, Proj. No. 2053.
  - 6-3 Matter of renegotiation of car rental agency concession rental at Airport.
  - 6-4 Matter of bids covering purchase of tires for tractor at airport.
  - 6-5 Matter of awarding contracts for construction of second segment of E-W parallel taxiway.
  - 6-6 Matter of bids for installation of new pre-painted wall panels in old tee hangar.

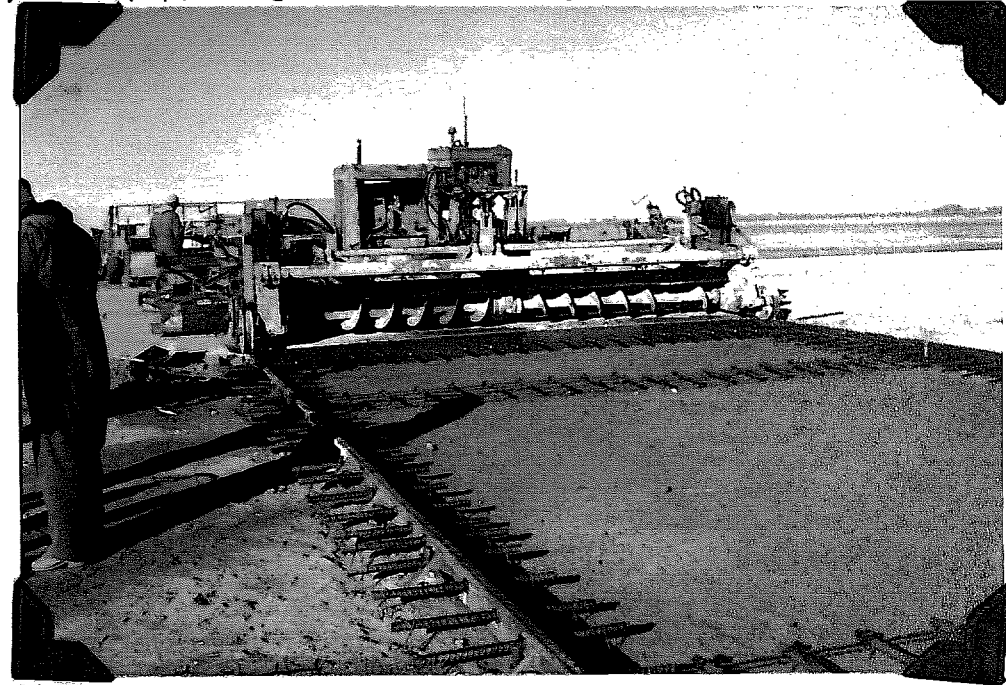


PICTURE ABOVE SHOWS NEW ROADWAY IN BACKGROUND LEADING TO NEW GEN. AV. PARKING AREA LOCATED SOUTH OF T-HANGAR AREA. FILL FOR AREA HAULED IN BY N.D. NAT'L. GUARD IN JUNE-1977. FINISHED OFF BY CARL PAULSON IN AUGUST.

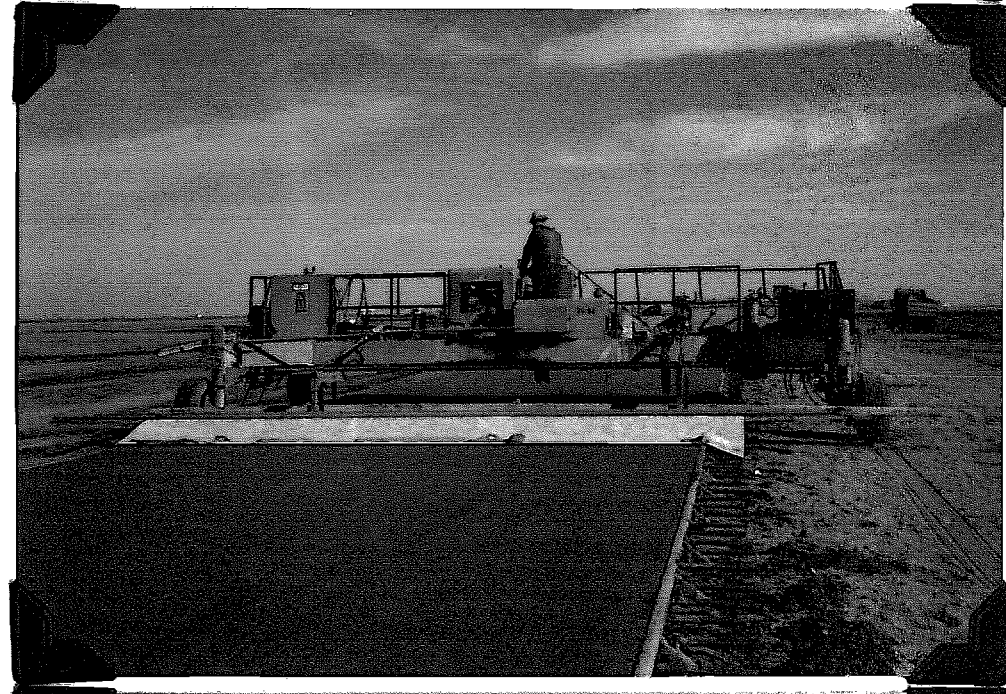




NEW DRIVEWAY TO GEN. AV. AREA BEHIND DR. LEIGH + VALLEY HANGAR ASSOC. T-HANGARS SHOWN ABOVE. (NEW PARKING AREA ABOVE-1977)



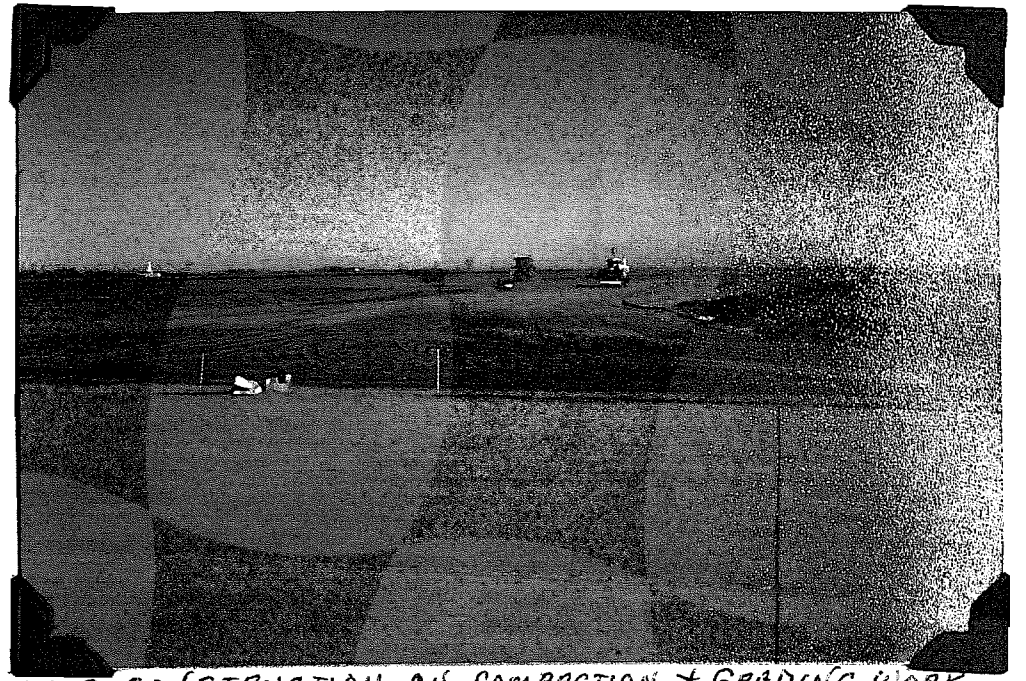
CONCRETE BEING POURED - EAST SEGMENT OF EW TAX.







PICTURE ABOVE SHOWS NEW GEN. AV. ACCESS TAXIWAY AND APRON EXPANSION BY NODAK CONTRACTING CO.-SEPT.-OCT.-1977.



S+S CONSTRUCTION ON COMPACTION & GRADING WORK ON N-S PARALLEL TAXIWAY IN PREPARATION FOR 60' WIDE - 13" CONCRETE PAVEMENT - SEPT.-1977.



PAVING IN PROGRESS BY S+S CONST. ON N-S PARALLEL TAXIWAY ON OCTOBER 21, 1977.

## UND now Display outlines city's history

By Anne Valentine  
Herald Staff Writer

Remember the Red River flood of 1897? The Ontario Store, now Griffith's Department Store? The first statewide television broadcast, when the University of North Dakota played the University of Minnesota hockey team in winter 1952?

If you do, the Grand Forks history display at the University of North Dakota Chester Fritz Library likely will trigger a flood of nostalgia.

If the events were before your time, or you're new to the area, the photographs and documents probably will tickle your mind with a 100 years of history, complete with Indian camps, railroad purchase agreements and modern political campaigns.

"It's a browsing thing," said Ed Oetting, UND assistant archivist who prepared the display with Stephen Sylvester, a doctoral student. "Unlike in past displays, we've concentrated not on the university but on Grand Forks."

Photographs were culled from the

UND Orin G. Libby manuscript collection and reproduced and sharpened by University Photographer Jerry Olson.

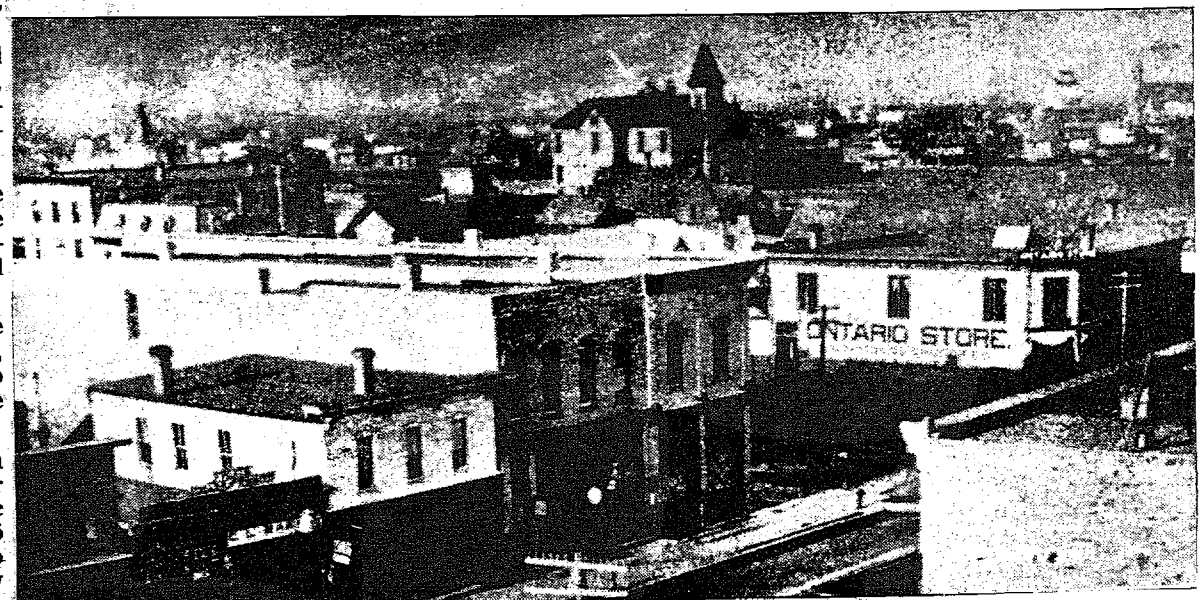
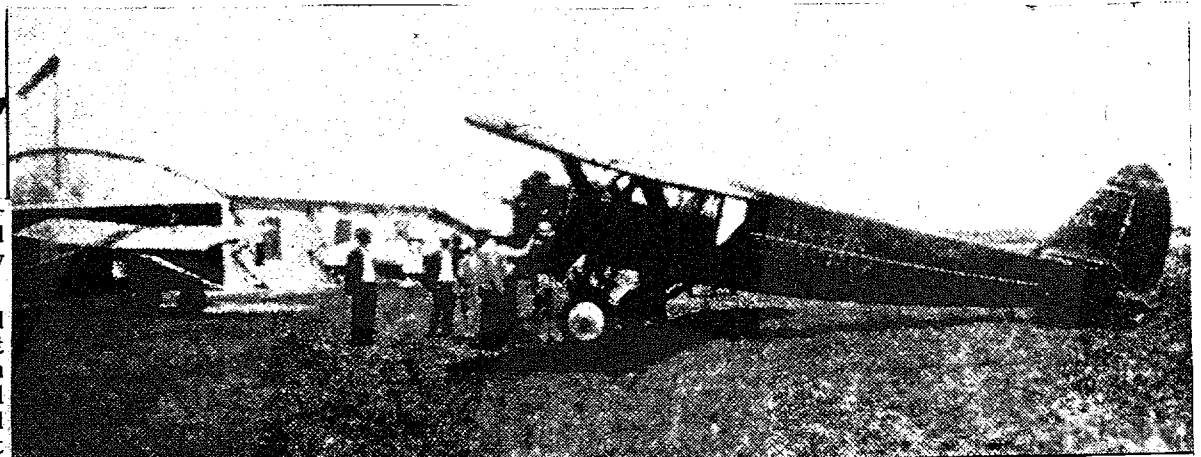
The result is a wide variety of vivid glimpses of the past, from street scenes in 1897, to a 1916 campaign photo of supporters of gubernatorial candidate Usher Burdick at the Grand Forks railroad station, to more recent shots of Grand Forks transportation, clubs and businesses.

The display also includes Grand Forks maps from as early as 1884, showing locations of homes and businesses and providing technical information about the buildings.

Browsers may be able to locate their homes on the maps, which were prepared by a national firm to help insurance companies assess fire and other risks to local buildings.

Memorabilia surrounding the steamboats, railroads, opera house, state fair, and local mills are also among historical items at the library.

The display is in the North Dakota Room on the second floor of Chester Fritz Library. It is open to the public without charge. Hours are 8 a.m. to 5 p.m. Monday through Friday and 7 to 11 p.m. Wednesday and Sunday evenings.





# Winter arrives

## Lingering fall falls with thud

11-9-77

By Darrel Koehler  
Herald Staff Writer

The first winter storm of the season lashed the tri-state area with rain, snow and high winds, resulting in school closings, poor travel conditions and power outages.

According to the National Weather Service at Fargo, Red River Valley residents can expect the storm to continue until late Wednesday with more high winds and the possibility of additional snow.

A spokesman for the Weather Service said the Fargo area and points to the south have received the brunt of the winter preview. About four inches of snow have fallen in the Fargo-Moorhead area with between five and six inches reported in northeastern South Dakota around Watertown.

Grand Forks has been on the edge of the storm system, getting two inches of snow. However, north of Minto, N.D., no snow was reported Wednesday morning with travel conditions generally good.

The storm was spawned by a deep low pressure system which developed over Colorado Monday.

The system then moved across Nebraska and South Dakota, leaving a white blanket in its wake.

The Weather Service spokesman said west central Minnesota also has received heavy snow, with the leading edge being around Alexandria, Minn. South of Alexandria, snow and rain are reported. Rain was reported in southern Minnesota and in the Twin Cities area. That area is on the other side of the low system and temperatures are warmer, including many 50 degree readings.

The system moved into southwestern Minnesota during the night and was in the Twin Cities area Wednesday morning. The system will be moving through eastern Minnesota and western Wisconsin Wednesday afternoon, moving out over the Great Lakes by nightfall.

As the storm moves northward, the snow belt could extend northward from Grand Forks to the Canadian border. Heavy snow was reported Wednesday morning in the Bemidji and Red Lakes Falls, Minn., areas. The latter area reported five inches on the ground.

The spokesman said winds have been clocked at 50 miles per hour in the Fargo-Moorhead area, resulting in poor travel conditions. In some areas, five-foot drifts are reported with many cars and trucks in the ditch.

Grand Forks police report eight accidents up to 9 a.m. due to icy streets and poor driving conditions. While there was considerable property damage, there were no injuries. East Grand Forks police reported no mishaps.

The morning Greyhound bus from Fargo to Grand Forks was canceled due to poor road conditions. The Winnipeg to Fargo bus is expected to be halted in Grand Forks until the storm moderates.

Winds in the Grand Forks area have been around 35 miles per hour. The storm has not caused problems at Grand Forks International Airport. The morning flights left as scheduled although there were some icy patches on the runway.

A spokesman for the flight service at the airport said present conditions will be continuing through the day with the winds later making a slight shift to the northeast. Visibility was about three-quarters of a mile in the morning with a low cloud ceiling.

Highway 2 between the city and airport is passable, however, there are icy patches. One motorist said road conditions were worse in the city.

Skies are already reporting clearing in the Minot, N.D., area as the storm moves eastward.

A North Dakota Highway Department spokesman advises caution while driving in eastern and southeastern North Dakota due to the storm. Road conditions quickly become worse south of Hillsboro on Interstate 29. The same holds true for Interstate 84 east of Jamestown.

Much of the area has compacted snow on roads, coupled with low visibility. Road conditions on Highway 2 are poor in the Michigan, N.D., area, but improve west of Devils Lake, N.D.

"Don't head south of Hillsboro until the storm moderates," said the spokesman.

Several schools canceled classes Wednesday due to the storm. They include Central Valley (Buxton-Reynolds, N.D.), Climax-Shelly, Warren, Argyle, and Alvarado, Minn. Classes will halt at 1 p.m. at Thief River Falls, Minn.

While there were power outages associated with the storm, the most severe were in the area south of a line running from Hillsboro to Mayville, N.D.

Spokesmen for both Minnkota and Nodak Rural Electric cooperatives said outages have been minor in the northern valley. Most of the problems resulted from ice forming on the lines which were then slapped together by the wind.

Cass County Rural Electric Cooperative, near Fargo, was hard hit with power knocked out at Argusville, Amenia, Tower City and Valley City.

Snow and high winds caused power lines to break and poles to snap. All available men were called in and crews worked overnight to restore power.

Some 30 motorists took refuge at a Tower City cafe after being forced off Interstate 94 by near zero visibility. The power was later knocked off at the cafe.

The Grand Forks Nodak crews left Wednesday morning with four-wheel drive vehicles and heavy equipment to assist Fargo Nodak division in repair and line work.

The Fargo division had shut work down early Wednesday until assistance from other divisions arrived. The Grand Forks crew worked much of the night Tuesday in the Hillsboro and Mayville areas checking broken lines and outages.

This is the second snowfall to hit the Grand Forks area this fall. Over an inch fell Oct. 7. However, that storm also hit the southern valley and west central Minnesota more severely.

The current storm falls close to the date of the infamous Armistice Storm of Nov. 11, 1940. That storm took a heavy toll of lives, striking with little warning. That storm was followed by the equally severe storm which occurred in mid-March, 1941, again taking a heavy toll.

"The Old Farmer's Almanac" forecast the current storm in its yearly prediction. For the period Nov. 7 to 13, the publication predicted a week beginning with snow, heavy in the east. The week will end on a sunny and warm note.

The Weather Service calls for snow ending in the eastern portion of North Dakota tonight, clearing in the west. Lows will be in the teens and low 20s.

It will be partly cloudy Thursday with highs in the 30s in the east and 40s in the west. The extended outlook calls for slight chance of showers and cool Friday, warming Saturday and Sunday.



HERALD PHOTO BY JEFF GREEN

Making tracks in the snow at Mayville, N.D. More photos on Page 1C.

### Sno' school? Tune in radio

On stormy mornings when you're wondering if Grand Forks schools will be in session, here's what school officials suggest you do.

Tune in KNOX, KKXL, KRAD, or KFJM radio, WDAZ Channel 8 or Base Channel 3 television, and listen for an announcement.

If you learn school won't start until 12:30, start looking for the rural buses at 11 a.m. Also, don't expect any hot lunch to be served in the schools — it's cancelled on those days.

Once students are in school, listen to radio or television for announcements that they may be bused home early. Early dismissals are reserved for extremely severe weather conditions.

If you're a teacher and wondering if school's going to be in session on a stormy day, shovel while you wonder. District officials say teachers are to report to schools regardless of weather conditions, unless radio and television announcements say otherwise.





HERALD PHOTOS BY JEFF GREEN

## Foggy Foggy Foggy

# Air traffic halted 24 hours at airport

By Darrel Koehler  
Herald Staff Writer

After being shut down for 24 hours due to dense fog, air traffic at Grand Forks International Airport resumed at 11 a.m. Tuesday, said an airport spokesman.

By midday Tuesday, visibility was at a mile and a half, more than needed for the large air liners to land and takeoff.

Air traffic at Grand Forks became stymied Monday morning when two Northwest Orient Airlines planes had to wait for over three hours before leaving at 11 a.m. The two planes had landed Sunday night and laid over at Grand Forks until Monday morning.

The fog lifted a bit at 11 a.m., allowing the two planes to leave. They were the last planes to arrive or depart Grand Forks Monday.

Airport officials said normally air traffic is slowed both in the spring and fall by fog. However, the fog normally only lasts for a few hours, allowing air lines to resume their schedules. This was not the case Monday, however.

The fog was confined to the Red River Valley and it was most dense at Grand Forks. Normally, a half mile of visibility is needed for planes to arrive or depart from the local airport.

While Hector Airport at Fargo had fog problems, planes were able to use the facility. That airfield also has electronic gear to aid in foggy landings and departures.

By late Monday afternoon, following a day of canceled air service, all hopes hinged on the last flight to leave, Flight 78 on North Central. That plane originated at Minot and was bound for the Twin Cities and Chicago.

After the pilot said conditions wouldn't allow a landing at Grand Forks, there was a scramble to get tickets changed and to pick up luggage.

Northwest had planned to move its passengers on the North Central flight too. Many of the would-be passengers stayed over night in Grand Forks, hoping to catch the early Tuesday flights.

Some attempted to get to Fargo and leave on the late afternoon flights while others said they would drive to the Twin Cities and make connections.

North Central Airlines, Inc., Frontier Airlines and Northwest Orient Airlines serve both Grand Forks and Fargo. Frontier canceled its morning flight to Denver from Grand Forks with a stop at Fargo.

The airlines attempted to help the stranded travelers by landing some planes in Fargo and busing passengers to and from Grand Forks. However, the added traffic made shambles of schedules at Hector Airport.

In other cases, planes which normally overnight in Fargo or Grand Forks didn't make it, further compli-

See FOG, Page 2A



Stranded customers line up at the Northwest Orient counter.

## 11-28-77 Don't wrap gifts

GRAND FORKS — If you're traveling by plane over the holidays, or any other time, please do not giftwrap your packages until you get to your destination.

Since Grand Forks International Airport does not have an x-ray machine, everything must be hand-inspected. That means opening all gift-wrapped packages and other boxes or packages that are taped or sealed.

This is an FAA regulation that we must follow with no exceptions. Take this advice and have a more pleasant start on your holiday journey.

PHYLLIS EKELAND  
Pinkerton security supervisor

## Meat stolen from freezer

A burglary of a garage freezer and a theft from the airport were reported to Grand Forks police Wednesday.

Earl McMahan, 709 S. 25th St., discovered his unlocked garage had been illegally entered Wednesday evening.

Stolen from a freezer

were 10 roasts, 15 steaks and a cornish hen.

Jerry Getchell, 2450 Cumberland Road, told police someone stole a \$400 camera from him at the Grand Forks International Airport. 11-17-77

Details of the case were not included on the police report.

## 11-19-77 Airlines favor ending CAB

The board chairman of Northwest Airlines has called for abolishing the Civil Aeronautics Board, which he once headed. Donald Nyrop said Thursday night abolishing the CAB is "the only way to get true deregulation." "We at Northwest Airlines would be behind it (abolition of the board) 100 per cent," said Nyrop, who chaired the CAB in the early 1950s before coming to NWA as president. The NWA head made his remarks while accepting the 1977 honored-company award from the Harvard Business School Club of Minnesota.

## 11-27-77 Airline plan to be heard

North Central Airlines' application to serve Bismarck, Fargo, Minneapolis and Chicago will be considered by a hearing judge, according to the Civil Aeronautics Board in Washington, D.C. Harold Vavra, North Dakota Civil Aeronautics commissioner, said North Central is proposing two daily round-trip flights. Northwest Airlines, which serves the same route, opposes the application, he added. No hearing date or location has been set, Vavra said.



Continued from Page 1 A

cating the situation. In one case, the Frontier plane was in Fargo while the fresh crew was stranded in Grand Forks.

Spokesmen for the airlines said they had to find hotel accommodations for nearly 80 stranded passengers Monday night. Beds were found for all of the travelers.

"We were lucky there wasn't a big convention in the city at the same time," said a spokesman.

The fog was a result of the earlier snow storm which piled over six inches of snow in the central and southern valley. A spokesman for the National Weather Service said a low pressure system stalled over the valley and there was little air movement

to blow the fog away.

The light winds of three to four miles per hour are ideal for the creation of fog as the warm southerly winds moved over the snow pack to the south.

A motorist on N.D., to the air there was no began running Grand Forks A

While the fog Grand Forks at in Fargo, airport marck, Minot, Cities reported

The restaurant booming business ed air traveler fee and mun

wiches as they waited for the fog to hopefully clear.

In fact, a restaurant employee said they ran out of bread in late afternoon.

## Snow and more snow

11-17-77

By Warren Strandell  
Herald Staff Writer

Snow accumulations ranging up to four inches, but generally less, greeted Red River Valley residents Thursday morning.

The heaviest snows fell in the Baudette, Minn., area where from two to four inches were added to about three inches from Tuesday night and Wednesday morning. That area received up to 16 inches of snow early last week.

Overnight, Langdon, N. D., received about an inch of snow — its first accumulation since early November; Roseau, Minn., received from one to two inches; Middle River, Minn., got about three inches; Thief River Falls, Minn., received one inch; Devils Lake, N. D., received a half to one inch, and Grand Forks recorded about one inch.

Slippery roads and streets were reported throughout the area and careful travel is advised.

Light aircraft was being affected at Grand Forks International Airport, but commercial flights were not expected to be stopped despite decreased visibility and a low cloud ceiling.

The National Weather Service at Fargo, N.D., forecasts continued light snow through the day and night with accumulations of from two to four inches. The precipitation, it says, is the result of a low pressure area east of Duluth, Minn. Snow has fallen in varying amounts from Wahpeton to Devils Lake, N.D., and east into Minnesota.

Winds Thursday morning ranged from 15 to 25 miles per hour at North Dakota points to less in Minnesota. Snow is expected to end overnight.

## shiner one says he's a pro

By Ryan Bakken  
Herald Staff Writer

When you have legal problems, you go to a lawyer. When you have medical problems, you go to a doctor.

So Delbert Caldwell figures when you have shoe problems, you should come to him.

"I am a pro-fes-sion-al," he says, emphasizing all four syllables. "When you know your leather, shining shoes is an art within itself."

Caldwell doesn't charge like his artistic works are paint-by-number creations. The tab starts at \$1 for a touch up, and can run to \$4 for "a deluxe job" on a tattered pair of boots.

But he figures he's worth it, because he's a shoe shine Picasso.

"Man, I'm going to put your eyeballs out with the shine I give you," he says. "It will be just like glass. They'll be better than new."

After cleaning the shoe and applying the polish ("You gotta rub it in until the shoe squeaks, so you know it's gotten into the pores of the leather") the 40-year-old begins the polishing with six brushes and cloths.

Every so often, he steps back from his work, giving the customer's shoes a look comparable to a father's first look at his newborn child.

"Will you look at that?" he says. "Can you believe it?"

A hearty laugh erupts from his throat and he shakes his head as if he doesn't believe it before returning to his polishing, his arms working like a symphony conductor's. Each refinement ends with a flourish.

Shining shoes is his talent, Caldwell says, and he's proud of it. That's why shining shoes has been his "profession" for 31 years.

He said he has put a sparkle in shoes in all 50 states and in the Bahamas and Great Britain. Caldwell doesn't like to stay in one place too long — a marriage lasted only four months, for example.

"I like to stick around for six to eight months or so," he says. "I like a change of scenery and a change of people. Why, I really can't explain."

Caldwell's next shop was going to be in the Philippine Islands. He had planned to fly there with his brother, Donald Ray Long, a sergeant at the Grand Forks Air Force Base.

But Long's orders were canceled in February and Caldwell was marooned in Grand Forks. When he found out there was no shoe shiner in the city, he opened shop at the South Forks Plaza.

"I was making between \$60 and \$70 a day," Caldwell says. "But I was kicked out because I was hurting their business. I told a few people they didn't have to buy new shoes, they just had to get a shine and get them resoled."

(Neal Smith, manager of the South Forks Plaza, has a different version. "We wanted him to conduct his business like every other business," Smith said. "We wanted him to post his prices. He did a good job, but he was charging whatever he thought the customer could afford.")

Caldwell now is located in the lobby of the Ryan Hotel. He will serve a side dish of a philosophy on any subject with the main course of a shoe shine. Some of his theories are far-fetched — but all prove interesting.

"When you talk to a customer, you have to put yourself at their level," Caldwell says. "You can't speak down or speak up to anyone. And you never want to jive a man."

Caldwell doesn't want to be jived, either. He doesn't have much time for people who consider shining shoes a lowly job.

"They're just like the dog who lays on the hay when a cow comes by," Caldwell says. "The dog figures because he can't eat the hay, he isn't going to let the cow, either."

Caldwell started as a 9-year-old in Chandler, Okla., when an old-timer took him under his wing and taught him the trade. His gypsy life has always paid the bills, so he has no other career aspirations.

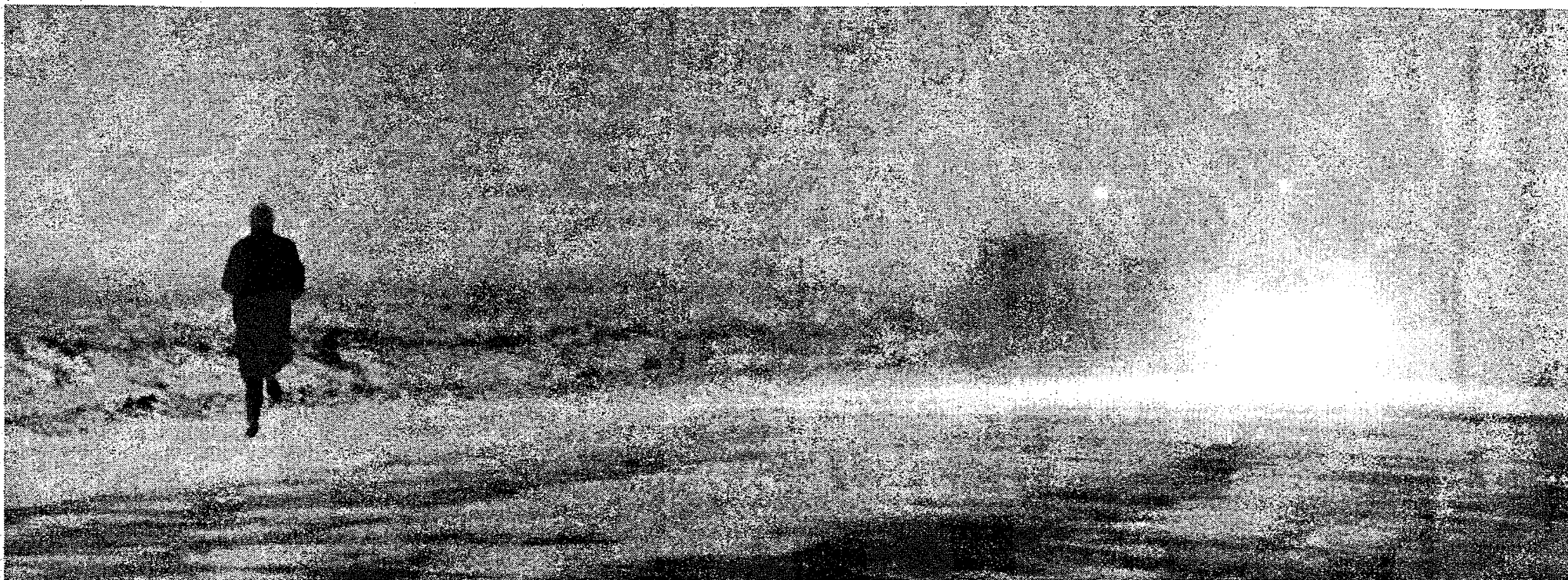
"The old guy who taught me made me promise to stick with it," Caldwell says. "And before I retire, I will teach someone else to do it like me."



HERALD PHOTO BY JEFF GREEN

Delbert Caldwell can make leather shine





## Saturday night frolic <sup>11-20-77</sup> cooled by lots of snow

By Anne Valentine  
Herald Staff Writer

Driving wind and snow chased people into homes and motels Saturday night, leaving business in many local restaurants, theaters, and bars at a near standstill.

"Bar business is down, but off-sale is up. That's the way it always is in a storm," said Jake Smith, bottle shop manager at Crown Colony Entertainment Center, 4220 Fifth Ave. N.

There were more employees than customers at El Roco Lounge, U.S. Highway 2 and Highway 81, apparently because regulars were heeding official warnings and staying out of low visibility driving conditions and off slippery roads.

The decision whether to venture out in the first severe storm of the season wasn't a hard one for most residents of Grand Forks Air Force Base. At 8 p.m. Saturday, officials closed the base to outgoing traffic because of hazardous driving conditions.

Early in the evening there were few cars on Grand Forks streets, and business at Frenchy's, 1302 Stanford Road, was slow.

"It might pick up later on," said owner H.J. Lacrosse. "Sometimes people come out . . . because they want a challenge."

Attendance at first shows in theaters was way below normal Saturday night, and two major restaurants reported business was about half as good as usual.

The storm boosted business at local motels, however, as out-of-town visitors and truckers registered for rooms to avoid driving in the storm.

The Westward Ho Motel was nearly full, "and we might get a few more later when the bars close," said clerk Janell Schnackenberg. "Then they'll realize, 'Hey, we can't drive anywhere in all this snow.'"

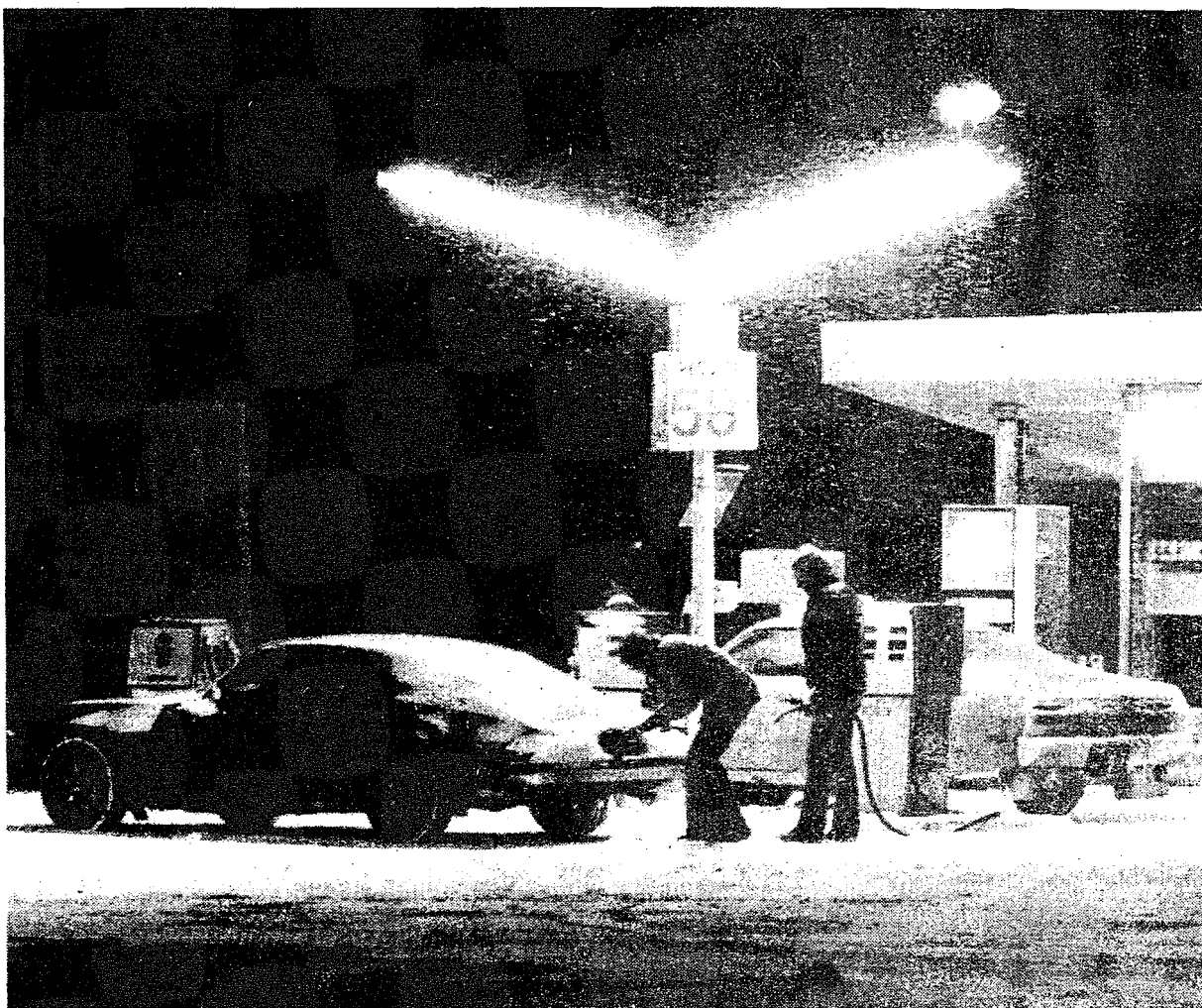
At three other motels, unexpected guests began checking in early in the afternoon, and other guests arranged to stay an extra night because of the storm.

While people were finding security from cold and wind, some animals in Grand Forks may have had a rough go of it Saturday night. At 6:30 p.m., Grand Forks police announced they would answer no more calls about stray or lost animals, in order to respond more promptly to traffic accident calls which were coming in at a rate of about five an hour.

While most people apparently didn't want to risk driving Saturday night, some took advantage of the severe conditions brought by the storm.

"Yeah, I guess I'm the only one in there," said Donny Rogers, 808 Eighth Ave. N., as he was hauling bags of clean clothes out of a laundromat on Highway 2. As driving snow filled his curly black hair, he added: "It seemed like a pretty good time to do my laundry."

To 14-year-old David Agar, 812



HERALD PHOTOS BY JEFF GREEN

Fourth Ave. S., and 10-year-old Scott St. Vincent, 822 Fourth Ave. S., the storm seemed like a good time sledding down the embankment of the DeMers Avenue

overpass.

Shouting and piling onto a flying saucer, the boys were oblivious to perils faced by cars around them and apparently to other hazards of

winter.

As their saucer coasted to a stop at the bottom of the embankment, Agar said: "I'm just waiting 'till I can go snowmobiling."

## Man is charged with theft <sup>12-6-77</sup>

Christopher Jackson, 23, 685 Fourth Ave. S., has been charged in Grand Forks County Court with theft of property, a felony.

Jackson allegedly stole a 35mm camera valued at more than \$100 from an airplane at the Grand Forks

International Airport Nov. 14.

Judge Frank Kosanda set bail at \$2,500 Monday.

The charge is a Class C felony. A person convicted of the offense would face a maximum sentence of five years in jail, a \$5,000 fine, or both.





HERALD PHOTO BY RON SMITH

## Area is raked by severe storm

By Darrel Koehler  
Herald Staff Writer

A severe winter storm packing high winds and heavy snow ripped into the Red River Valley Saturday — and weather forecasters say the worst may be yet to come.

**For more on the storm,  
see Page 1B**

According to a spokesman for the National Weather Service at Fargo, the storm was centered over central Colorado Saturday night.

The storm, termed "dangerous," is a combination of two low pressure systems — one originating in eastern Utah and the other over northern Colorado.

The full brunt of the storm is not expected to hit the Red River Valley until mid-morning Sunday or later.

The storm was forecast to be centered over central Nebraska Sunday morning, moving over Lake Superior by early Monday.

According to the National Weather Service, the storm's general route will be easterly until it shifts to the northeast, dragging itself through Minnesota en route to the Great Lakes.

Grand Forks can expect snow depths of 8 inches to a foot, winds in the 30 mph or higher range and bitter cold.

Blizzard warnings have been issued for the western Dakotas with a winter storm warning

posted for the eastern sections, including Grand Forks.

Motorists are being advised not to travel until weather conditions improve.

Some airline service already has been curtailed due to the storm, and further problems are expected Sunday and Monday.

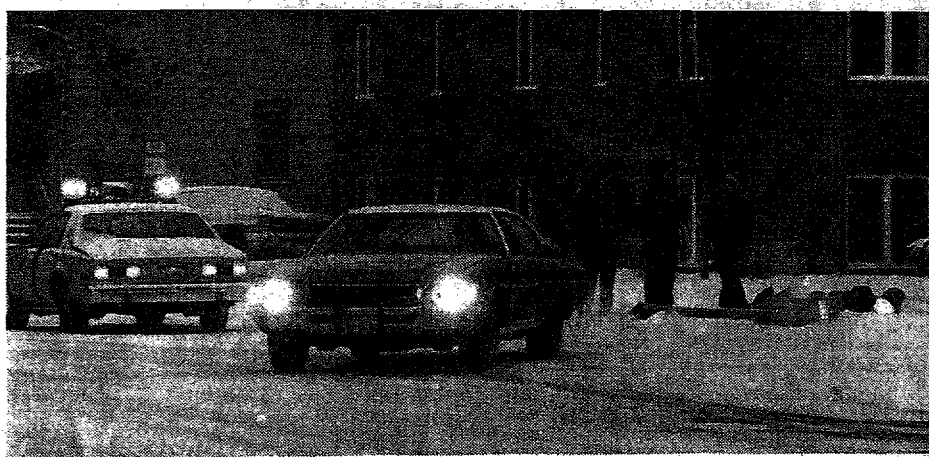
The storm is forecast to stick around all day Sunday and into Monday in the Grand Forks area.

Subzero cold will move into the valley after the storm.

Temperatures are expected to dip to 10 below Sunday night with a high of from zero to 10 above predicted for Monday.

See STORM, Page 9A

9A—GRAND FORKS HERALD—Sun., Nov. 20, 1977



HERALD PHOTO BY JEFF GREEN

Continued from Page 1a  
11-20-77

The combination of snow, high winds and cold make this storm dangerous, said the National Weather Service spokesman.

Winter storm watches or warnings remained in effect — for a third day in some areas — for sections of Utah, Wyoming, the Dakotas, Nebraska, Kansas and Minnesota Saturday night.

While the worst of the storm had passed in Montana and Wyoming, the Dakotas and Minnesota were bracing for the worse Saturday night.

Nine inches of snow was reported at Rapid City and five inches at Aberdeen, S.D., early Saturday night. Another 4 to 8 inches of snow was forecast for western South Dakota through Sunday and northerly winds of 30 to 45 mph were expected to reduce visibility to zero and clog roads.

The Weather Service said blizzard conditions were possible in the northeastern portion of South Dakota by Sunday afternoon as winds became northerly at 25 to 40 mph.

It has only been 11 days since another autumn storm struck savagely at the eastern Dakotas and Minnesota.

According to a spokesman for the flight service at Grand Forks International Airport, visibility was down to half a mile Saturday night. Although 2 inches of snowfall had been recorded at the airport by early Saturday night, the area was still officially on the northern edge of the system.

While weather conditions

were rapidly growing worse in North Dakota Saturday night, Minnesota was also hit hard.

A winter storm watch was issued for southwestern Minnesota Sunday and the southern half of Minnesota Sunday night.

Up to 4 inches of new snow was being predicted for northern Minnesota.

Road conditions were generally bad in northwestern Minnesota as early as Saturday afternoon, with many cars and some trucks reported in ditches along Interstate 94 in west central Minnesota.

No unnecessary travel was advised in the Detroit Lakes, Minn., area. Traffic in western Hennepin County, west of Minneapolis, was at a standstill by 4 p.m. Saturday.

The storm is expected to strike the Twin Cities area by Sunday night.

The storm will intensify as a huge mass of cold, Arctic air entered the storm system from Canada Saturday night.

The collision of the increasing moist air streaming northward from the Gulf of Mexico, plus the frigid air from Canada could produce dangerous conditions, said the Weather Service spokesman.

Looking ahead, snow, occasionally heavy, is expected through Monday with blowing and drifting snow and possible blizzard conditions expected Sunday through Monday.

Along with 8 inches of new snow, it will be colder through Monday with steady or falling temperatures. Highs Sunday will be in the 20s with low near zero. Highs Monday will be zero to 10 above.

The extended outlook calls for more snow both Tuesday and Wednesday.

Slippery streets resulted in a rash of fender-bender accidents in both Grand Forks and East Grand Forks Saturday. Twenty-eight were recorded in Grand Forks between 3 and 8:30 p.m., with East Grand Forks having six.

Road conditions are bad, and a spokesman for the Polk County Sheriff's office said the Minnesota Highway Department was advising motorists to stay home.

Despite the severe weather, Grand Forks Police responded to a request from The United Hospital to transfer two pints of a rare blood type to the Crookston, Minn., hospital. The blood was on its way by 6 p.m.

For older residents, the current storm recalls tragic memories of the infamous Nov. 11, 1940, blizzard.

For older residents, the current storm recalls tragic memories of the infamous Nov. 11, 1940, blizzard. Termed the worst in the state's history, that storm left 6 to 10 inches of snow with over 50 perishing in the Midwest.





11-23-77 It's a long way . . .  
HERALD PHOTO BY RON SMITH

Often one problem leads to another. Because last week's storm dumped 11 inches of snow on the city, street cleaning operations took precedence for a time over ideal traffic conditions. That was the situation Tuesday when street crews allowed only one lane of traffic in each direction on busy Gateway Drive. The result was traffic backed up from North Washington Street to the Kennedy Memorial Bridge over the Red River.

### Slow snow removal

GRAND FORKS — As a resident of Grand Forks for nearly 12 years and a taxpaying citizen, I would like to ask the City of Grand Forks what the problem was with the Thanksgiving Week Blizzard snow removal. East Grand Forks wasted very little time getting its streets cleared.

It is needless to say what problems were caused for individual motorists in Grand Forks because of the neglect of the city in efficiently and promptly removing the snow, at least from the main thoroughfares in the city. Then the city police department had the audacity to announce that tickets would be issued and cars towed from the city streets, if they were not moved. Where, pray tell, were we supposed to move them to?

Here come the snowplows! Down University avenue — only four days after the snow fell, and at prime time, too — rush hour, 4 p.m. Nov. 23.

I fully realize that this was the "worst snow storm for November in 70 years." However, I do hope that in the future our city fathers will more judiciously plan for such an emergency and do the citizens of Grand Forks a thankful favor.

I am sure this letter will speak for many people in the city.

11-27-77 CONNIE WILLIAMS

## Reader opinion 1-3-78 Mail Bag

### 'Adventure'

ATHENA, Ore. — On Dec. 8-9, I had the experience of a lifetime; being stranded in your airport during spectacular weather — temperature as low as 25 below with a chill factor in excess of 85 below.

While suffering the normal inconveniences of travel delay, such as the motels, taxis, etc., refusing to even transport you to nearby lodging — I did at the same time have the opportunity to observe teamwork in action.

I refer to Ron Elder, proprietor, and Chuck Overstreet, manager of the dining facilities at the airport, who did their best to keep the 35 to 40 stranded passengers as comfortable as possible. Also assisting were the most capable Danna Gough and Edie Boushee, all working 36-hour shifts.

A perfect character who inspected all the non-existent outgoing luggage was Mrs. Tanya Riley. Mrs. Riley was constantly on the move, helping others whenever and wherever needed.

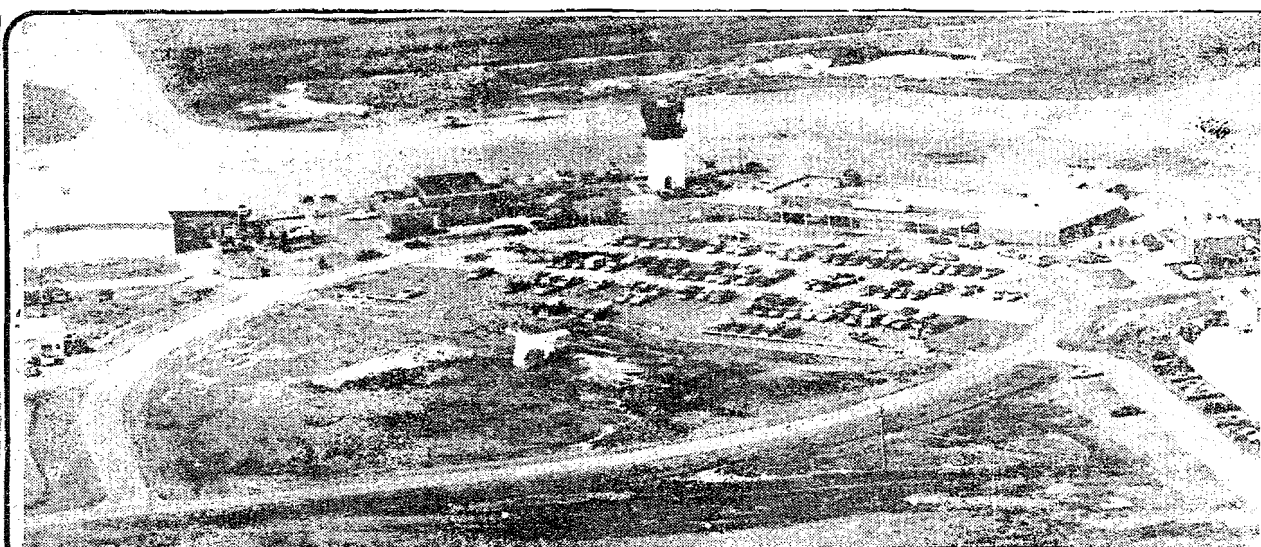
The ground personnel for Northwest, North Central and Frontier airlines were courteous and thoughtful, although there was little that could be done of a constructive nature for a day and a half. The terminal manager likewise was very cooperative and had things under control at all times.

The particular airline I was flying was Northwest, and each of their ground personnel should be commended for all the help and information they cheerfully offered and provided. The airport resembled a national catastrophe on network TV news with blankets, cots, etc.

One elderly couple and a friend from the Hallock area were forced to delay vacation plans and return to their farm, but only after thoughtful and considerate attention.

Your Grand Forks airport and a marvelous team of willing and cooperative people will be the scene of an "adventure" I shall remember always.

JOHN TROMMALD



HERALD PHOTO BY JIM GREY

## International airport is expanding

1-29-78

By Mary Millican  
Herald Staff Writer

Sounds of hammering, digging and the growling of heavy equipment engines will join the usual jet noises at Grand Forks International Airport in 1978.

Norman Midboe, acting airport manager, said a heavy-duty taxiway parallel to north-south runway No. 17 will be completed by June 30. Commercial aircraft use runway 17 almost exclusively, Midboe said, because it has the latest instruments and is longer and wider than the airport's other runway.

Construction of a lighter-duty taxiway leading to east-west runway No. 26 will continue, he said. The lighter-duty taxiway mainly will be used for general purpose aviation or smaller, private aircraft.

In June the National Guard will probably do some earth fill work at the south end of the field near the access road, Midboe said. A marshy area that cannot even support grass needs to be filled in.

And an area east and south of the University Operations Building will be brought up to grade to eliminate moisture in preparation for construction in 1979. The area eventually will be a connecting link to a general aviation area to be developed east of the terminal building complex in 1979.

Midboe said application for about \$500,000 in federal aid for partial development of the general aviation area will be submitted in 1978. Airport plans are formulated about a year ahead to get federal financing, Midboe said.

The plans call for construction of an aircraft parking apron area, taxiway access to the area, some roadway access and grading and drainage work, he said.

Bob Burke, Federal Aviation Administration tower chief, said runway end identification lights for runway 17 are the only equipment purchases planned for the year.

But the airport did receive a new motor grader with attached snow wing just before the new year.

The \$61,000 motor grader, purchased with federal money, is one of two the airport owns. It can clear a path of snow about 25 feet wide with each pass, Midboe said.

Takeoffs and landings were down in 1977, to 168,187 (figures are for both commercial and private uses), Burke said, but he expects them to rise to about 184,000, which was the 1976 total, in the coming year. A year-to-year variance of about 10 percent is not unusual, he said.

Northwest Airlines Inc. will be adding direct flights from Minneapolis to Scotland and the Scandinavian countries, according to company spokesman Howard Peterson.

Peterson said the Civil Aeronautics Board already has awarded the flights, but arrangements for office space and new equipment have not been completed.

He said the flights would begin after May 1.

Spokesmen for Frontier and North Central airlines said their companies have no plans for adding or deleting flights in 1978.

The Airport Advisory Board, formed in mid-1977, will meet in the Grand Forks Public Library March 8 and other dates throughout the year. The board is a citizens' group that provides non-professional suggestions and feedback concerning the facility to airport officials.

Residents are welcome to attend the meetings and express their opinions on airport plans, services and policies.



# City fire chief dies

1-8-78

Lloyd B. Fairweather, 63, Grand Forks fire chief for the last 14 years, died of cancer Saturday at United Hospital.

Fairweather joined the fire department in May 1936, and worked his way up through the ranks, according to Dewey Sudell, assistant fire chief.

"He was a good fireman — one of the best," Sudell said. "In the 29 years I've worked with and under him, I've never heard him say anything bad about another firefighter."

"He was easy to work for. He was just a good, pleasant person," said Sudell.

Sudell said Fairweather had planned to retire this summer.

Mayor C.P. O'Neill said the department ran smoothly under Fairweather's guidance.

"I felt that he has been a very staunch employee. It's very regrettable that this had to happen. He will be sorely missed by the department."

Forty to 45 uniformed firemen will attend the funeral as a group.

Services will be held at 2 p.m. Tuesday in Wesley United Methodist

Church, with burial in Sunset Memorial Gardens. American Legion Post No. 6 will conduct military honors.

Mr. Fairweather was born May 5, 1914, at Grand Forks. He served with the Army during World War II. He was married to Lyda Nelson Jan. 29, 1946, at Crookston, Minn. He was a lifelong city resident.

Mr. Fairweather was a member of Wesley United Methodist Church, American Legion Post No. 6, VFW Post 1874 and the Elks Lodge. His professional memberships included the International Association of Fire Chiefs, the International Association of Arson Investigators and North Dakota Fire Chiefs, Inc.

Survivors include his wife; one daughter, Mrs. Allan (JoAnne) Meisner, Grand Forks; one son, David, Booneville, Iowa; his mother, Mrs. Vera Fairweather, Grand Forks; one sister, Mrs. Louise Peterson, Tipp City, Ohio; one brother, Duane, Harrisonburg, Va.; and nine grandchildren.

Visitation will be Monday evening in Hanson-Anderson Mortuary and Tuesday at the church for one hour before the services. 1-8-78



LLOYD B. FAIRWEATHER  
...fire chief for 14 years

## Fairweather pallbearers named

1-4-78

Pallbearers for Lloyd B. Fairweather, 63, Grand Forks fire chief for the past 14 years, will be J. LeRoy Fish, Stanley Hoistad, Gordon McConn, Thomas Carson Jr., Julian Vingelen and Robert Connors.

Mr. Fairweather, 902 S. Ninth St., died of cancer Saturday at The United Hospital.

Services will be at 2 p.m. Tuesday at Wesley United Methodist Church, with burial at Sunset Memorial Gardens. American Legion Post 6 will conduct military honors.

Visitation will be Monday evening at Hanson-Anderson Mortuary and Tuesday at the church for one hour before the services.

Honorary pallbearers will be members of the Grand Forks Fire Department.

# Hanson ends 30 years with Chamber

1-1-78

By Andrea Winkjer  
Herald Staff Writer

In 1954, 4,200 passengers boarded commercial airplanes in Grand Forks. By 1976, that total had increased to 82,000.

The rise in the use of the airlines in Grand Forks is one of the many changes E.J. "Ernie" Hanson has observed in his 30 years as director of transportation for the Grand Forks Chamber of Commerce.

Hanson, 65, retired last week from that position, which he began in 1948.

As transportation director, Hanson said he has dealt with the transportation and rates for almost every commodity produced in the Grand Forks trade area. This has included potatoes, grain, mill products, fertilizer, iron and steel, and cement.

The types of transportation he has worked with have been the railroads, motor carriers and parcel post.

In addition, he has represented the city and the Chamber of Commerce in airlines cases with the Civil Aeronautics Board since 1954.

"I guess my main considerations have been to see that there has been a means to ship our products out of the area, and that the costs are equitable with other areas of the country," he said.

"There have been changes, especially in the area of technological advancements," he said, "but I can't say all of them necessarily have been improvements."

The increase in passenger transportation by air,

he said, is due to the improvements in the airplanes. "Instead of the fast jets that now are common, everything was done by prop planes."

The motor carrier business also has become larger and more sophisticated, he said.

"And, you don't see those charcoal fired end bumper heaters on the back of train cars for transporting potatoes in the winter anymore," he said.

In 1948, Hanson said, farm crop transportation was done largely by the railroads. "It was about one-sixth truck movement and five-sixths by rail."

Last year, the percentage was about 70 percent by truck and 30 percent by rail, he said.

"But, I think that may be turning around a little this year. The cost of truck transportation is getting more costly with the increase of fuel prices."

"Poor road conditions caused by the bad weather this fall also have made it hard for truck to get into this area. Many of them end up in the ditch before they reach Grand Forks."

This has caused a current shortage of rail cars for

shipping, he said.

Before coming to Grand Forks, Hanson was the assistant traffic expert for the North Dakota Public Service Commission in Bismarck. He was a founding member of the American Society of Traffic and Transportation in 1956, and has been secretary for the past six years for the National Council of Fruit and Vegetable Association Executives.

Locally, he has been president of the Grand Forks Gun Club, the Chef de Gare of the 40 and 8, and commander and life member of the American Legion Post 6.

Hanson has also worked with the Red River Valley Potato Growers Association and the East Grand Forks Chamber of Commerce in matters affecting them. He said he plans to continue his position as a consultant to the potato growers group for the next year or so. He will "have no regular hours — just do what needs to be done."

But before he resumes work, Hanson said he and his wife Agnes plan to head South, maybe to Arizona, and "play gypsy for a while."



ERNIE HANSON  
...not all the changes have been improvements

# ... traffic directorship retires with Hanson

By Mary Millican  
Herald Staff Writer

After E.J. "Ernie" Hanson retires Dec. 30, so will his position. The Grand Forks Chamber of Commerce will no longer have a transportation director, the person who fights shipping rate increases and pushes for transportation improvements for the area.

When he took the job in April 1948, Hanson said he thought it was funded exclusively by the chamber. But gradually the Red River Valley Potato Association financed about 25 percent of the traffic department's cost.

A task force of businessmen evaluated the position with traffic department users and the potato associ-

ation. After the evaluation, Ken Leigh, executive vice president of the chamber, said the association was given the option to continue with a full-time person. They preferred to pay Hanson on a consulting basis a few times a year instead, Leigh said.

Changing duties of the traffic director also affected the decision.

Hanson was no longer able to influence shipping rates, one of the post's key functions, Leigh said, because most freight and transportation decisions are made before they reach the local level.

Hanson agreed. He said when he first started as traffic manager, he worked on solving specific problems, such as pending rate

increases for local potato shipments by the railroad. Today, general rate increases affect the movement of all commodities throughout the nation, he said.

Hanson also worked with three chamber committees for aviation, transportation and streets and highways.

In his work with the aviation committee, Hanson represented the Grand Forks interest in establishing airline patterns. He campaigned and went before the Civil Aeronautics Board to get as many flights and airlines as possible for Grand Forks. The committee also promotes improvements in airline service and has from time to time examined possibilities for a regional airport.

The transportation committee looks into freight rates affecting the movement of all goods into and out of the city. It also used its influence to maintain Amtrak's Empire Builder route, passenger service from North Dakota to the West.

The chamber's streets and highways committee suggests road improvements to the highway department and the city. It promotes proper signing for streets and exits and evaluates traffic flow.

Without a traffic director, Leigh said the committees will have to do more of the work themselves. And the seven members of the chamber staff will absorb many of Hanson's duties.

"Some of the things we took for granted because he did them so smoothly and routinely because of his experience and knowledge will take more of an effort by everyone," Leigh said.

When the chamber needs a "practitioner" to speak at a hearing, such as for rate hikes that would affect Grand Forks or North Dakota, the chamber will hire a counselor from \$6,000 set aside for that purpose, Leigh said.

He explained that a practitioner is someone licensed to testify at hearings, such as those held by the Interstate Commerce Commission. "There's only one other in North Dakota, in Fargo, and only one in South Dakota. It's sort of a lost art."



## AGENDA CITY COUNCIL MEETING MONDAY, APRIL 17, 1978 7:30 P.M.

- 1 ROLL CALL:
- 2 READING AND APPROVAL OF MINUTES:  
April 3 and 5, 1978.
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES & COMMUNICATIONS:
  - 3-1 a. Hearing & determining sufficiency of protest for necessity of paving of Simonview Ct., Proj. No. 2756.  
b. Hearing and determining choice of paving for Simonview Ct.
  - 3-2 Hearing and determining sufficiency of protest for necessity of paving S. Landeco Lane, Proj. No. 2578.
  - 3-3 Matter of rezoning W. 75' of Blk. 3, B & E 3rd Add.
  - 3-4 Matter of substandard dwelling at 1118 1st Ave. N.
  - 3-5 Matter of renewal of lease with Modern Auto Sales.
  - 3-6 Request for easement by Hardware Hank & Bernard Miller on portion of Lt 5, Blk. 1, Cox's Addn.
  - 3-7 Request for annexation of Lots 1 & 2, Blk. 4, and Lot 3, Blk. 12, BFM Addn.
  - 3-8 Request for fireworks display permit by Sertoma Club.
  - 3-9 Application for permit for recyclable paper products.
  - 3-10 Matter of ordinance relating to supper clubs.
  - 3-11 Board of Adjustments report.
  - 3-12 Various bonds and insurance policies.
- 4 REPORTS OF OFFICERS:
  - 4-1 Various reports.
- 5 ACCOUNTS, CLAIMS & BILLS:
  - 5-1 Time rolls for March, 1978.
  - 5-2 Bill listing.
  - 5-3 Community Development bills.
- 6 REPORTS OF STANDING COMMITTEES:
  - 6-1 Claim by Howard Lindgren for damages.
  - 6-2 Matter of ordinance re. outside employment by certain City employees.
  - 6-3 Matter of lease with Stavetsig Farming Assn.
  - 6-4 Matter of airport business mgr. attending 1978 conference.
  - 6-5 Matter of approving updated airport layout plan.
  - 6-6 Matter of hiring consulting engineering firm for proposed development of new general aviation area.
  - 6-7 Matter of applying for federal aid for development of portion of general aviation area.

### N.D. airports get funds 4-30-78

Seven North Dakota airports have been awarded nearly \$2.5 million in federal funds for fiscal 1979, according to the Rocky Mountain Region of the Federal Aviation Administration. Another \$541,000 will be made available for development at smaller airports in North Dakota, Gov. Arthur Link said. The seven airports and their appropriations are: Fargo, \$650,350; Bismarck, \$567,634; Grand Forks, \$463,040; Minot, \$345,160; and Devils Lake, Jamestown and Williston, \$150,000 each.

## N.D. economy hurt by pilots' strike

By Herschel Kenner  
Herald Staff Writer

The Northwest Airlines pilots' strike is costing the North Dakota economy about \$4.8 million a month, according to revised figures compiled Friday by a state government agency.

Without replacement service from North Central Airlines, the strike would cost about \$8 million a month, according to the agency. But North Central has replaced 41 percent of the passenger service.

"These figures show that even with replacement from North Central, the state still has an economic loss, and it is to the state's and the cities' interests to get the strike settled as quickly as possible," said Harold Vavra, director of the North Dakota Aeronautics Commission.

Northwest is a member of a mutual aid pact with other airlines. As a result of that agreement, other airlines are obligated to reimburse Northwest through a formula based on the number of passengers in excess of normal traffic.

Before Northwest pilots struck April 29, an average of 22,860 passengers traveled on Northwest jetliners every month in North Dakota. The loss of those passengers has

resulted in an estimated loss of about \$3.5 million to business in the state, Vavra said Friday.

That figure is compiled by estimating an average expenditure of \$85 a day per passenger, and including an economic multiplier that every dollar triples as it is respent. It also includes an estimate that 60 percent of the passengers are from out of state.

In addition to the \$3.5 million lost in economic circulation, \$1.5 million is lost every month in business transactions due to loss of travel. Another \$1.5 million is lost every month in business transactions, including mail freight, due to delays.

Those losses, plus the following, account for the \$8 million estimate, which was made before North Central added replacement flights May 8:

- \$750,000 in miscellaneous losses, including "human sacrifices," or inconveniences.

- \$225,000 in salaries of Northwest employees based in North Dakota. That figure is determined by multiplying the \$75,000 combined salary figure times the three-fold economic multiplier.

- \$137,160 in federal aid to airports, based on \$6 per passenger.

- \$112,500 in jet fuel sales by airports to Northwest Airlines.

- \$104,600 in state sales taxes from expenditures by passengers.

- \$7,500 in state excise taxes on those jet fuel sales.

- \$100,000 in deposits with the state land department and the Bank of North Dakota from various leases.

- \$50,000 in airport concessions, rental cars and parking.

- \$50,000 in individual income taxes.

- \$6,000 in corporate income taxes.

- \$30,000 in airport landing fees at the four cities served by Northwest — Grand Forks, Fargo, Bismarck and Jamestown.

- \$3,000 in food and lodging expenses for Northwest crews.

Grand Forks apparently has not been hit as hard as Fargo. Many Fargo passengers have driven to Grand Forks to make connections on North Central or Frontier Airlines.

In May 1978, during the strike, more passengers boarded airliners in Grand Forks than in the same month a year ago. There were 6,461 boardings in Grand Forks last month, compared to 6,192 in May 1977, according to Norman Midboe, Grand Forks airport manager.

## Funds sought for airport

The Grand Forks City Council Monday voted to apply for \$538,000 in federal aid for grading and paving of a runway area for a proposed new general aviation facility at Grand Forks International Airport.

The federal aid would be 80 percent of the project cost, and the city would pay the other 20 percent.

The council also voted to hire Webster Foster and Weston engineers of Grand Forks to draft plans and specifications for development of the proposed new general aviation facility.

In other matters:

- An ordinance was introduced prohibiting city employees from holding others jobs that require city inspection of their work.

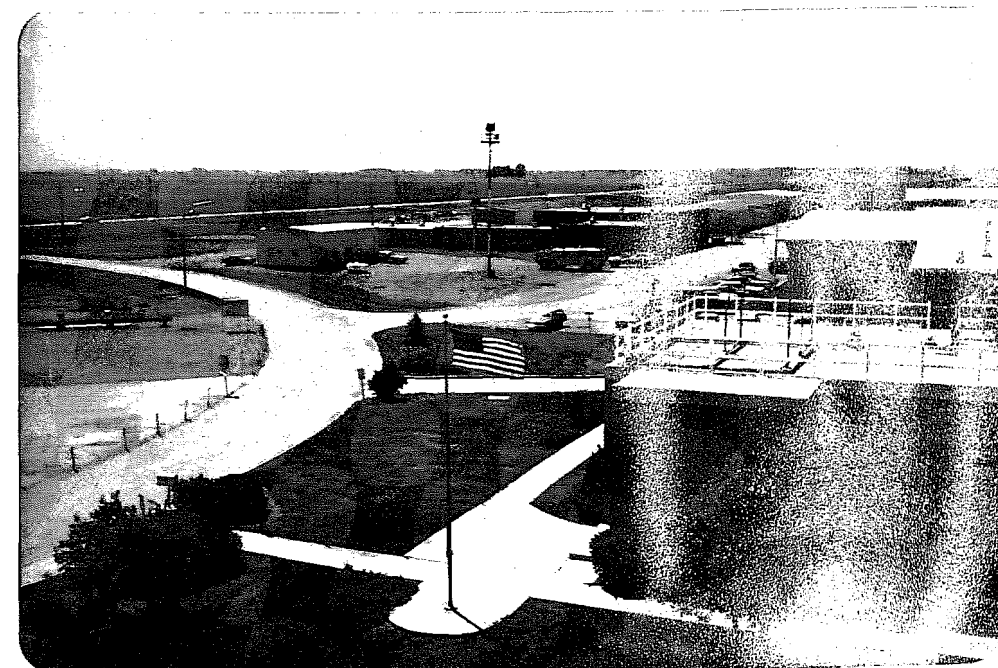
- An ordinance was introduced to require new commercial developments to designate parking spaces for the handicapped.

- The council delayed until May 15 consideration of an ordinance creating a downtown mall authority. Merchants proposing the City Center Plaza on South Third Street have not presented their recommendation on whether to award construction contracts totalling about \$1.5 million. The merchants are to pay for the mall with a 20-year, \$2.5 million special assessment, if plans are carried out.

- Mayor C. P. O'Neill presented plaques to four retiring council members. The four were Myron Molstad (24 years), Eugene Lavoy (16 years), Neil Hensrud (eight years) and Lloyd Steinmetz (four years).

Five new members will be sworn in at 7:30 p.m. Tuesday at City Hall. The five are G. Allan Pearson, Markus L. Dahl, Joe H. Ford, Marvin W. Dehn and Reuben R. Larson.

— Herschel Kenner



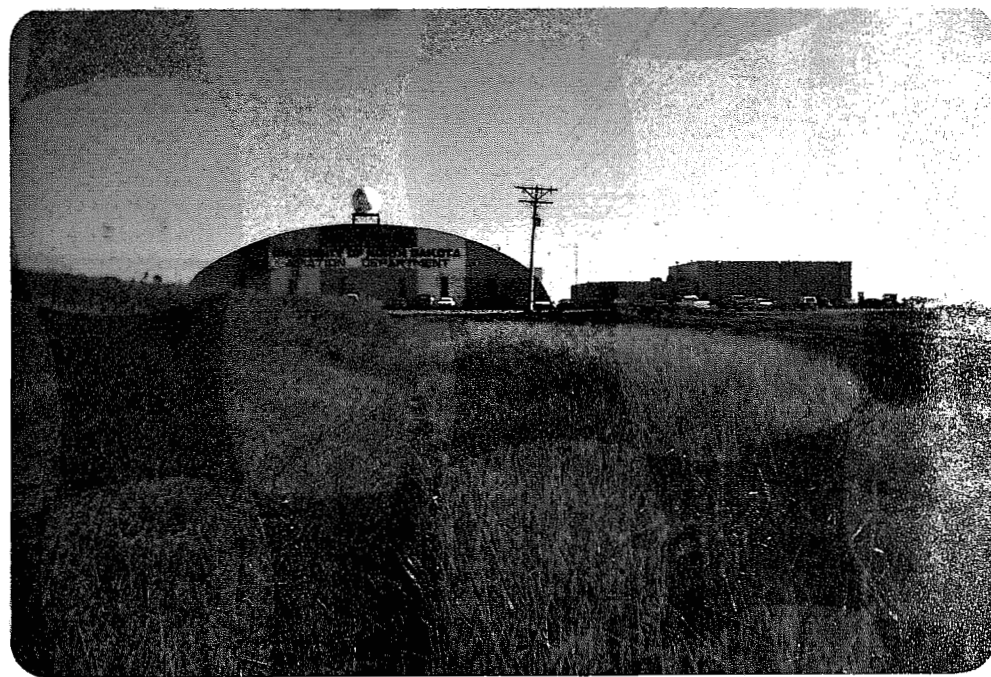
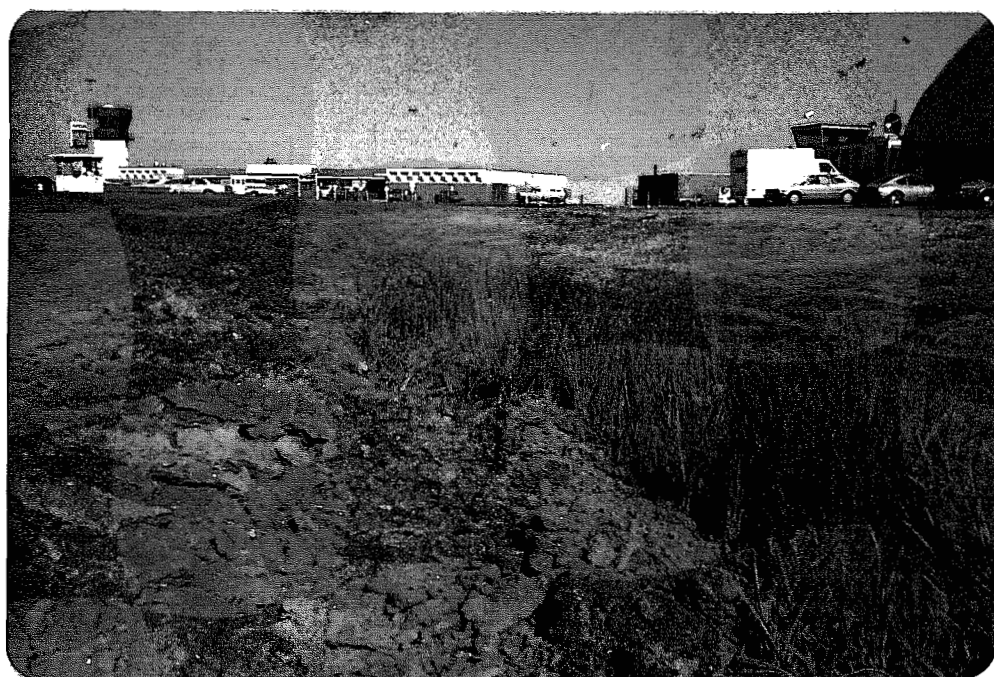




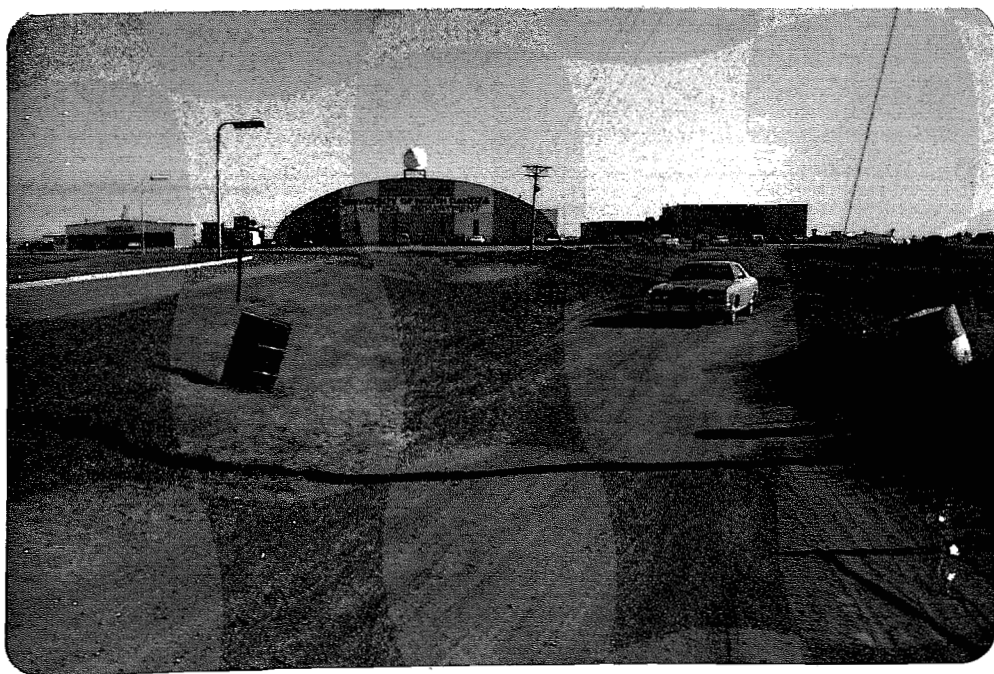
PICTURE SHOWING NEW GEN. AV. APRON EXPANSION AND NEW ACCESS TAXIWAY COMPLETED IN OCTOBER-1977. BLACK DIRT AND SEEDING WORK COMPLETED IN JUNE-1978.



ABOVE PICTURE SHOWS NORTH DAKOTA NATIONAL GUARD EQUIPMENT ON EARTH FILL PROJECT FILLING SWAMPY AREA SOUTH OF BIG HANGAR NO. 1 ON JUNE 13, 1978.



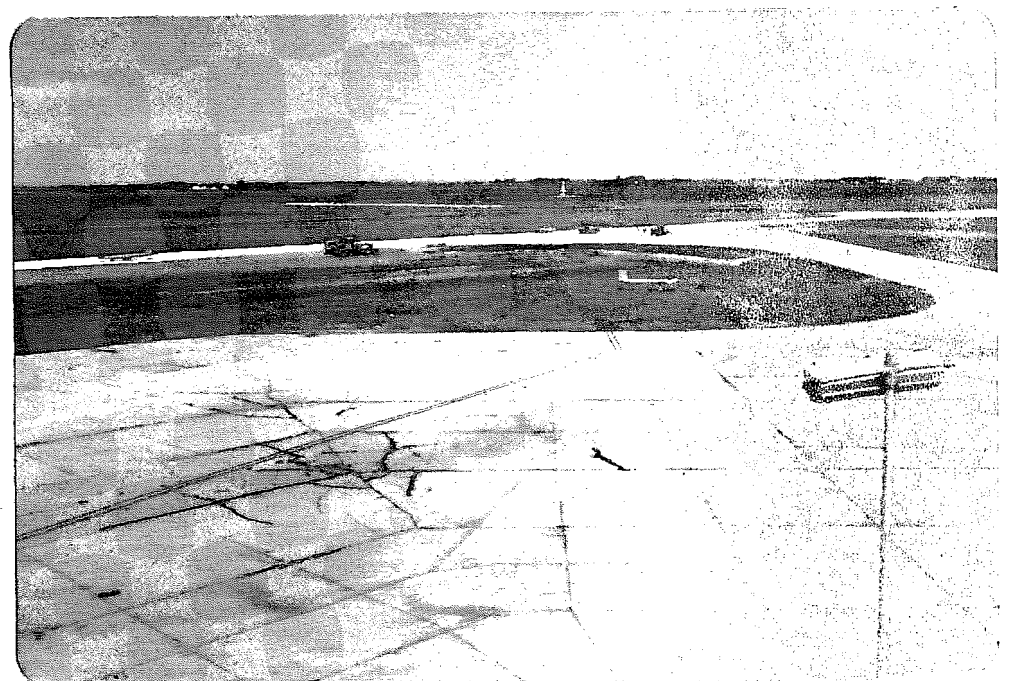
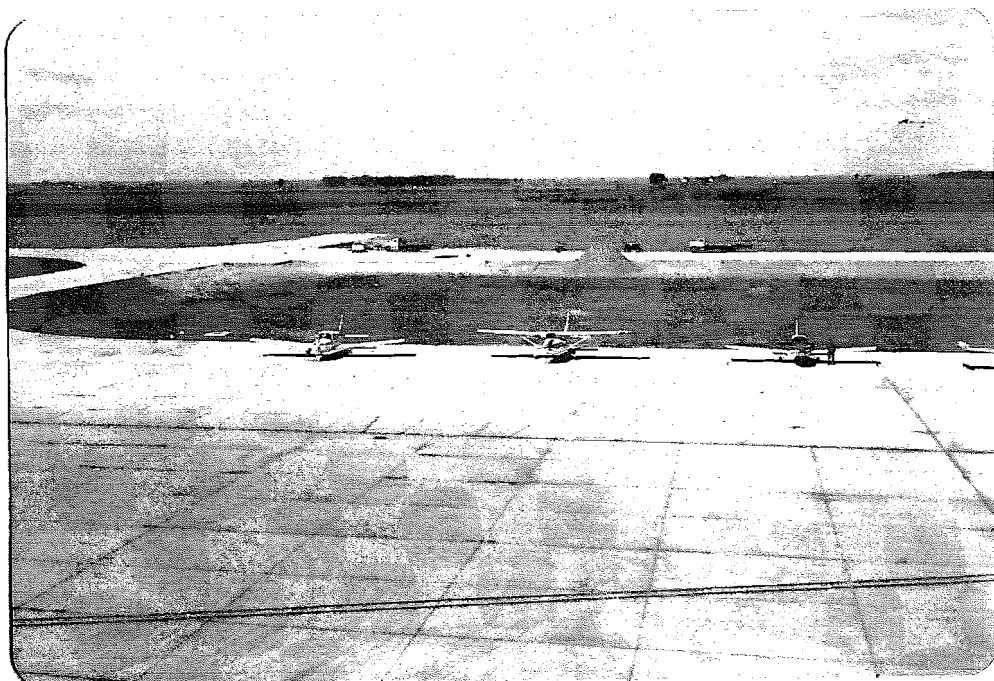
PICTURES OF NATIONAL GUARD EARTH FILL PROJECT SOUTH OF BIG HANGAR NO. 1, JUNE-1978.







ABOVE PICTURE SHOWS WORK IN PROGRESS IN JUNE-1978 ON EARTH WORK FOR SECOND SEGMENT OF EAST-WEST PARALLEL TAXIWAY. GRAVEL FILL ALSO BEING HAULED IN FOR SUB-BASE IN PREPARATION FOR PAVING.



345 CONSTRUCTION BUSY IN MID-JUNE 1978 COMPLETING TAXIWAY RADIUSSES ON N-S PARALLEL TAXIWAY. BACKFILL WORK IN PROGRESS ALONG EDGES.



HERE WE SEE THE N-S PARALLEL TAXIWAY PAVING AS IT LOOKED COMPLETED AND ALL THE BLACK DIRT COVER SPREAD OVER SLOPES, EDLING ELECTRIC WORKING ON TAXIWAY EDGE LIGHTING IN LATE JUNE-1978.

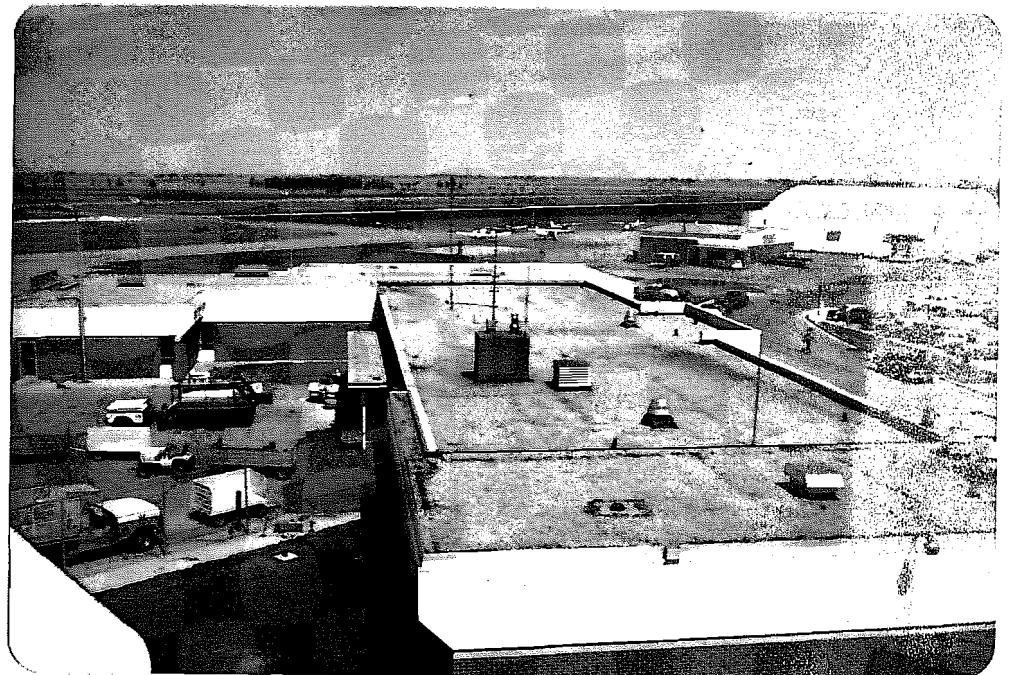




HERE WE SEE COMPLETED PAVING ON SECOND SEGMENT OF E-W PARALLEL TAXIWAY AND BACK FILL OF BLACK DIRT IN PROGRESS IN JULY-1978, 1ST RUN ON CONCRETE WAS POURED JULY 20TH.



ABOVE PICTURE SHOWS COMPLETION OF BOTH TAXIWAY FILLETS JOINING DIAGONAL TAXIWAY.



ABOVE PICTURE SHOWS BACKFILL OF BLACK DIRT ALONG EAST SEGMENT OF E-W PARALLEL TAXIWAY JULY-1978 SEEDING IN PROGRESS.



ABOVE PICTURE SHOWS BLACK DIRT COVER AND FINAL GRADING OF N.G. EARTH FILL AREA AFTER CARL PAULSON AND AIRPORT CREW COMPLETED PROJECT, JULY-1978



## Flights to be restored in 3 or 4 days: Northwest Airlines, striking pilots reach settlement

MINNEAPOLIS (AP) — A spokesman for some 1,500 Northwest Airlines pilots who struck for 108 days today called the \$51 million settlement "a draw."

Pilots will average more than \$10,000 in added pay and benefits during the life of the contract that dates retroactively to July 1, 1977.

But Air Line Pilots Association sources pointed out there was give-and-take that left them unhappy about some aspects of the settlement, reached early today after a final 14-hour bargaining session.

ALPA retained its agency shop, under which all pilots pay dues whether they belong to the association or not. Ken Waldrip, an ALPA spokesman, estimated 95 percent of pilots are members. Northwest negotiators had sought to eliminate the agency shop.

However, the union gave up seniority rights for some 150 pilots who hadn't been called back after Northwest walkouts by clerks in 1970 and pilots in 1972.

"That to me was the biggest loss, the hardest pill to swallow in this settlement," said Waldrip. He said perhaps one-third of the furloughed pilots had gone with other airlines.

Pilots won their demand for a "guaranteed line of flying" each month. It means a pilot will be paid for his assigned flying time, although a flight may be cancelled.

Waldrip said there was "slight improvement" in the pension plan. Pension payments had been based on working time over the final five years of service, and ALPA sought to have it spread over the pilots' total service time.

ALPA gained 15 minutes more, to 8½ hours, for minimum rest between flights. But it yielded on its demand to trim the work day from 14 to 13½ hours for domestic flights.

Thomas Beedem, chairman of ALPA's Executive Council, called the settlement package "a draw." Another union source claimed ALPA "made some damn big concessions" after starting with a list of 57 issues to negotiate, paired down to 34 and later to 14.

ALPA spokesmen Gene Kragness and Jim Halvorson said earlier that pilots would be filled in before details were released to media.

Northwest Vice President Roy Erickson said the airline probably would restore its first flight in three or four days after pilots are recertified. Pilots and co-pilots must be recertified if they do not fly for 90 days, he said, adding that the recertification process would begin today.

Northwest Airline service could be restored within the week in Grand Forks, according to William J. Picou, director of sales administration for the airline in Minneapolis.

"We do not have a program for starting service as yet but we are hopeful that it will be restored very soon. We should have more information in a couple of days."

Northwest, the country's seventh largest airline, has maintained 12 scheduled daily flights out of more than 200 since the strike began April 29. Erickson said the limited schedule would continue until regular flights were restored.

Wage package, pensions and back-to-work arrangements were the final items to be negotiated, Erickson said. Both sides had met for the past three days with former federal Labor Secretary William Usery and Joseph Smith, a federal mediator.

Before the strike, Northwest pilots earned between \$8,700 for a first-year pilot to \$84,888 for the captain of a Boeing 747 flying international routes. The average was about \$49,000.

Northwest carried more than 10 million passengers last year, employed 11,200 people and had an operating revenue of \$1.046 billion.

The strike was the longest and one of the most heated in the history of the airline, and both sides recognized its effects would be felt long after the settlement.

"Obviously, the longer a strike goes on, the more business is lost," Erickson said. He recalled it took NWA six months to recover its position after a 95-day pilot strike in 1972.

"Regaining business after such a long and public strike will be a very difficult proposition," reflected Halvorson. "It will be very difficult to sell this airline again to the public."

Before the walkout, NWA's air system covered 25,000 miles in 17 states, including Alaska and Hawaii. Northwest also served Japan, Korea, Taiwan, Hong Kong and The Philippines.

Among the states that complained loudest about the marathon strike were Montana and North Dakota, both chiefly dependent upon NWA for air service. Governors of both threatened to get other airlines to serve their states. Gov. Thomas Judge said the strike had cost Montana at least \$40 million.

The Minnesota Revenue Department estimates the strike has cut tax revenue by \$1 million a month.

## Northwest pilots' strike ended at right time for the company

By Herb Greenberg  
Knight-Ridder Newspapers

ST PAUL, Minn. — For Northwest Airlines, it looked as if the sky was the limit.

The airline industry as a whole had been having an extraordinary year, and Northwest, whose profits are better than most, was headed for what seemed like another record.

Then came the pilots' strike and Northwest's earnings began looking like a jet running on one engine: it still was flying, but it was falling quickly.

While Northwest never has had much difficulty recovering from a strike, this one could not have ended at a better time.

Despite the airline's claims that advance-booking requirements for the rash of super-saver fares could hamper new business, Wall Street observers are looking for a more powerful airline in a shorter-than-normal time span.

Even if it misses the tail end of the lucrative summer travel market, analysts figure it is in a better position than other years.

"The fact that Northwest has settled the strike, particularly when traffic is booming, means it will not suffer the typical recovery snags that are associated with strikes," said one prominent airline analyst.

Another positive sign could come from the Civil Aeronautics Board, a long time target of criticism from Northwest Chairman Donald Nyrop. Considering the board's lenient attitude in granting special discount fares to increase competition, there is industry wide speculation that Northwest will take full advantage of low fares — despite its reputation as a fare follower, not a leader.

"Remember," said one analyst, "the best way for you to come off a strike is for you to announce super whiz-bang discount fares, so you buy your way back in."

Northwest, meanwhile, is saying little about just how it will rebuild itself. An airline spokesman only would refer to past history, when the airline started more-or-less from scratch.

One question mark hanging over the airline concerns the form in which it will reappear. Says one analyst, "I think we'll see a much different airline. I think Northwest is going to come back in terms of its schedule and service pattern in a much different form than we knew before the strike."

But the same analyst thinks one stumbling block the airline may cross is its relationship with travel agents: Will one still exist?

"It took National all of 1976 to rebuild its relationship with travel agents," he said. "I don't want to suggest that the same thing is happening because I don't know, but it is an area that is going to be crucial."

Meanwhile, Northwest is busy requalifying its pilots, which basically consists of three landings and takeoffs for each pilot under the supervision of a Federal Aviation Administration check pilot.

"It certainly is going to be time-consuming," said a Northwest spokesman. "And time translates into lost money because of the revenues."

When the strike ended, so did the steady flow of money from the mutual aid pact, the money pool from which member airlines draw a percentage of lost revenues during strikes.

"The cost of recertifying and trying to regain a market share are going to be high," says Ken Johnson, a transportation analyst with Piper Jaffray & Hopwood in Minneapolis. "Now the costs begin and they won't be covered by mutual aid."

The future of mutual aid has been hanging by a thin thread, ever since its five-year extension expired earlier this year. Since the CAB has not taken action to renew the pact, most observers don't know what to think. The way the Northwest strike ended, with management coming out the winner, probably will have little effect on the pact's future.

"I think the only way the mutual aid pact will break apart is if government mandates it," Johnson said. "North Central has been very happy with the additional business they've received during the strike. Even though they've paid this money back to Northwest, it has been a profit maker for them."

In North Central's case, the additional traffic actually may be more profitable than what the airline had to pay back.

"They'll be able to keep the additional revenue they get over the next few months from people who booked ahead of time, so there will still be a few months of very strong earnings for North Central," Johnson said.

Northwest made at least \$16 million during the strike from the sale of used aircraft three of which were sold to National. The jets, four Boeing 727s and one Boeing 707, were slated to be sold, the Northwest spokesman said. "But we wouldn't have sold them so quickly if there hadn't been a strike," he said.

In its campaign to woo back passengers, Northwest could be stymied by a bad taste in the mouths of travelers who were inconvenienced by the strike.

"But basically, Northwest is very strong and hard to beat," said Johnson. "Maybe it will slow their growth, but it will not retard it."

As for the strike's effect on Northwest's management, Julius Maldutis, an analyst with Salomon Brothers in New York, said: "It's just going to provide ammunition for Northwest and its management to compare itself to the rest of the industry, which Nyrop likes to do. The fact that he was able to achieve this settlement further enhances the prestige of Northwest's management."



# Northwest bargains with two more unions 8-15-78

MINNEAPOLIS (AP) — Northwest Airlines, following settlement of the 108-day pilots' strike, is turning its attentions toward settling contracts with two other large unions representing 5,600 employees.

The Air Line Pilots Association signed a three-year contract early Tuesday, which is retroactive to July 1, 1977. The long delay in coming to an agreement means the new contract, covering some 1,500 pilots, will be in effect for less than 23 months.

The Minneapolis-based carrier has been negotiating with the 3,600-member District Lodge 143 of the International Association of Machinists as well as with Teamsters Local 2747, which represents about 2,000 flight attendants.

"Now that the pilots' strike has been resolved, we will be increasing the pace of those discussions," said Roy Erickson, NWA vice president of public relations.

Lodge 143 represents mechanics and related personnel, flight kitchen and plant protection workers in negotiations on four different contracts.

NWA contracts with Lodge 143 expired Aug. 1, but negotiations with flight attendants are further along. The contract with stewardesses and stewards became amendable last Dec. 31.

Sylvia Dombrosky, president and business agent of Local 2747, said the Teamsters applied for mediation Aug. 2, after being deadlocked on all major issues.

She said about 25 bargaining sessions have been held since the start of negotiations in November and last Friday, when the last bargaining session was held.

"Flight attendants have never struck Northwest," said the Teamster official. "But there is a change in

attitude."

"Our members are more professional now and regard their work as a long-term profession. The average seniority among our members has been raised from two years in 1972 to seven years in 1978."

As a result of this change, she said, flight attendants are concerned about pension plans "and

recognition by the company that they are professional."

Charles Easley, president and general chairman of Lodge 143, said the last meeting between IAM and Northwest was held last week and the two sides were waiting for the settlement of the pilots' strike before setting another meeting.

Easley noted that Lodge

143 is the first AIM local to open negotiations with a trunk carrier in the current round of negotiations involving the nation's major airlines.

The union official said there isn't an artificial or real deadline in the negotiations. "It's just a normal process of bargaining," he said.

"Pensions, hospitalization insurance and a dental

plan are right at the top of the pile in the fringe area," Easley said. He said wages and contract language also are important to the union membership.

NWA officials say flights will be gradually added over the next several days after striking pilots are re-certified for flying because they have been away from the cockpits for more than 90 days.

## NWA not flying here yet

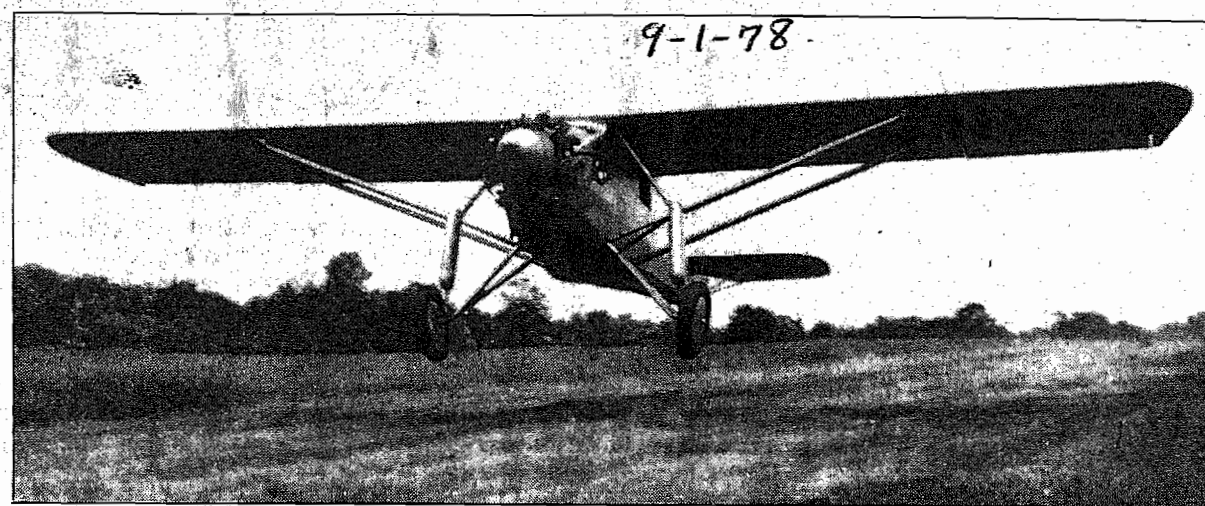
As of Tuesday, Northwest Airlines officials in Minneapolis say that no flights have been scheduled for Grand Forks.

"Our flights there will resume as our pilots are re-qualified," George Marshall, director of reservations said. "Grand Forks uses mostly 727 equipment and the 727 cockpit crews are mostly junior pilots."

Marshall said junior pilots were third on the list of pilots to be re-certified. Consequently, service in Grand Forks may take longer to be restored.

"It's not that they're not being re-certified right away, they are just down on the list," he said.

Brent Baskfield, manager of public relations for Northwest, said service is being restored in stages. As pilots are re-qualified, flights have been added.



Replica of Lindbergh's plane will be at airport

## 'Spirit' replica to visit

If you've wondered what it was like for Charles Lindbergh to fly alone across the Atlantic Ocean in 1927, now you have a chance to find out.

A handcrafted replica of Lindbergh's "Spirit of St. Louis" will fly into Grand Forks Airport at 11 a.m. Monday and be open for inspection until 6 p.m.

The pilot will talk with visitors about the plane, which is being brought here by the local chapter of the Experimental Aircraft Association.

At least one feature of the 28-foot long replica isn't the same as on the original "Spirit," now on display in the National Air and Space Museum, Washington, D.C., says Bill O'Keefe, vice president of the local aircraft association.

While Lindbergh could see only a gas tank out his front window, the replica has a front window. O'Keefe

said that for historical authenticity, a cloth will be placed over the window during the display.

The replica was built in 1976 by the Experimental Aircraft Association, Franklin, Wis. A deteriorated Ryan B-1 "Brougham," a commercial version of the "Spirit," was used as a guide.

Last year the replica recreated Lindbergh's 1927 tour of the United States. When it stops Monday in Grand Forks, it will be on its way to a Canadian tour, O'Keefe said.

The association tries to promote interest in sports aviation. Some members build their own planes, in a manner similar to the way the "Spirit" replica was constructed, O'Keefe said.

There will be no charge to see the plane.

— Anne Valentine

## First flights to be Sept. 11 9-3-78

## Northwest to fly here soon

Northwest Airlines planes will be flying to and from Grand Forks again soon.

Northwest flights will resume in eight days at Grand Forks International Airport, according to Howard Peterson, NWA station manager.

"The first flight out of here will be at 10:15 in the morning" on Sept. 11, he said. "We'll have three flights on the 11th, and on the 12th we'll go to four a day."

The new schedule of two arrivals and two departures will be a decrease of one round-trip from the flights provided here prior to the 108-day NWA pilot's strike, he said.

NWA offices at the airport will probably reopen two to three days before resumption of flights, Peterson said.

The new schedule will include one flight to Winnipeg, and the others will go south to Fargo, Minneapolis and Chicago to make connections with east-west flights.

Northwest and its pilots reached an agreement on a three-year contract Aug. 15. But they're still throwing flak at each other.

The pilots are accusing NWA of stalling on restoring service.

NWA will have 141 passenger flights and four all-cargo

flights in daily operation by Sept. 15, according to Roy Erickson, NWA vice president.

But the company does not plan to resume service in September to a number of key cities, according to Thomas J. Beedem, of the Air Lines Pilots Association.

Those cities include Miami, Fort Lauderdale and Tampa in Florida; Atlanta; New Orleans; Edmonton, Alberta; Minneapolis to San Francisco; Rochester, Minn.; Madison, Wis.; and Jamestown, N.D., he said.

Service has also been slowed because there are few advance reservations on the books and the peak summer season is almost over, Erickson said.

Northwest has a total of 6,700 employees either on the payroll or approved for recall by Sept. 9, representing a "substantial majority" of its employees, he said.

At Grand Forks, 11 employees will be returning to work, Peterson said. He is the only person working in the office now.

Other employees have had to get by with part-time employment elsewhere, he said. "Three, I know, were helping North Central (Airlines) with the extra load, and the rest have to find part-time work elsewhere around town."

"They'll be glad to know they'll be coming back to work now," said Peterson.



# **AGENDA** **CITY COUNCIL MEETING** **MONDAY, SEPT. 18, 1978** **7:30 P.M.**

1. ROLL CALL.
2. READING AND APPROVAL OF MINUTES. September 5, 1978.
3. PUBLIC HEARINGS, PETITIONS, REMONSTRANCES & COMMUNICATIONS.
- 3-1 Awarding of bids on \$3,076,000 Temporary Improvement Warrants.
- 3-2 Tabulation of bids, Paving Proj. No. 2616, on service road on S. side of Highway 2 from approx. 150 ft. east of N. 42nd St. east to existing pavement.
- 3-3 Request by Grand Forks Development Foundation for payment of amount as approved in 1978-79 budget.
- 3-4 Request for yield sign at Oak St. and 10th Ave. S.
- 3-5 Request for four-way stop at 24th Ave. S. and S. 10th St.
- 3-6 Request from UND Flying Club for permission to land airplane at end of Univ. Ave.
- 3-7 Matter of water problem on Vail Circle, S. 24th St. & 9th Ave. S., and S. 25th St. and 7th Ave. S.
- 3-8 Matter of application for moving permit by James M. Carlson to move frame bldg. from Mekinock, ND to 914 Campbell Dr.
- 3-9 Matter of application for moving permit by George Bernison to move frame bldg. from Langdon, ND to 1515 N. 4th St.
- 3-10 Various bonds and insurance policies.
4. REPORTS OF OFFICERS:
- 4-1 Various reports.
5. ACCOUNTS, CLAIMS & BILLS:
- 5-1 Time rolls for August, 1978.
- 5-2 Bill listing.
- 5-3 Community Development bills.
6. REPORTS OF STANDING COMMITTEES:
- 6-1 Matter of Community Development plan for paying of assessments for low income people located in assessment dist. for Paving Projs. No. 2600 and No. 2772.
- 6-2 Matter of request by Director of Administration to attend National League of Cities Conf. in St. Louis, MO.
- 6-3 Matter of Citizens Participation Plan under Community Development Agency.
- 6-4 Matter of data bank funding under Community Development Agency budget.
- 6-5 Matter of boxing funds under Community Development Agency budget.
- 6-6 Matter of purchase of floor scrubbing machine for Auditorium.
- 6-7 Matter of bids for burster for Data Services.
- 6-8 Matter of request for no truck traffic on 17th Ave. S. between Wash. St. and Columbia Rd.
- 6-9 Matter of request for four-way stop at Columbia Rd. and 13th Ave. S.
- 6-10 Matter of bids on police uniforms.
- 6-11 Matter of adopting resolution accepting grant offer and entering into grant agreement with

- 6-12 Federal Aviation Adm. for construction of new general aviation area at airport.
- 6-12 Matter of bids on Schedule 1, installation of sanitary sewer and watermain to serve new general aviation area at airport.
- 6-13 Matter of bids on Schedules 2, 3 and 4, site preparation, storm sewer, taxiway paving, aircraft apron paving, roadway paving, safety fence, and paved vehicle parking for development of new general aviation area.
- 6-14 Matter of bids on Schedule 5, installation of taxiway and area lighting in connection with new general aviation area.

## RESOLUTION

WHEREAS, the City of Grand Forks has submitted to the Federal Aviation Administration a project application dated August 11, 1978, for a grant of federal funds for a project for development of the Grand Forks International Airport, consisting of installation of safety fence (approximately 5,000 lineal feet); overall site preparation for General Aviation area; construction, marking, lighting of connecting taxiways (approximately 1931 ft. x 40 ft. and 540 ft. x 20 ft.); construction and lighting General Aviation aprons (approximately 21,600 square yards); installation of tiedowns; and construction of access roads (approximately 2290 ft. x 25 ft.), and

WHEREAS, it is hereby understood that the total estimated cost of this project upon completion will be \$866,000.00 of which the ultimate federal share will be approximately \$701,960.00 as set forth in Project Application. It is hereby further understood that this is a multi-year project and that the Grant Offer to be accepted herein consists of the balance of federal apportionment funds available to the Grand Forks International Airport for the fiscal year ending September 30, 1978 and that the balance of the federal share will be paid from FY 1979 and FY 1980 funds to be apportioned to the Grand Forks International Airport unless federal discretionary funds are made available to cover a portion of the federal share in the cost of the project. Commitment of FY 1979 and FY 1980 funds will be by future amendment to the Grant Offer and Acceptance herewith attached, said amendment to be duly executed by both parties to the Grant Agreement referred to herein, and

WHEREAS, the Federal Aviation Administration has submitted to the City of Grand Forks a Grant Agreement, consisting of a Grant Offer and Acceptance, granting federal funds with a maximum obligation of the United States payable in the amount of \$82,443 (FY-1978 funds), subject to acceptance by the City of Grand Forks of all conditions in said Grant Offer, said project being designated by the number 6-38-0022-06, Contract Number DOT-FA78RM-0275,

NOW, THEREFORE BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND FORKS, NORTH DAKOTA:

That the City of Grand Forks, North Dakota, hereby does enter into the Grant Agreement with the Federal Aviation Administration, for said improvements on the Grand Forks International Airport, Project Number 6-38-0022-06, Contract Number DOT-FA78RM-0275, under the terms of the Grant Offer comprising Part One of said Grant Agreement, specifically hereby ratifying and adopting all statements, representations, warranties, covenants and agreements contained therein, a copy of said Grant Offer being attached hereto and incorporated herein by reference as a part of this Resolution; and that the Mayor of the City of Grand Forks, North Dakota, be, and he is hereby authorized and directed to execute Part Two, Acceptance, contained in said Grant Agreement, on behalf of the City of Grand Forks, North Dakota, and is further authorized and directed to execute any and all documents necessary for the implementation of said Grant for FY 1978, 1979, and 1980, and the City Auditor of the City of Grand Forks, North Dakota, is hereby authorized and directed to impress the official seal of the City of Grand Forks, North Dakota thereon and to attest to said execution. It is to be understood therein that a new resolution must be prepared and approved by the City Council each time an amendment is submitted by the Federal Aviation Administration whereby additional federal funding is offered to the City of Grand Forks in connection with this project.

## **Fliers to gather here in convention 9-28-78**

The North Dakota Flying Farmers Association will hold its annual convention Friday through Sunday at the Ramada Inn in Grand Forks.

Registration is set for Friday morning at the Ramada followed by tours. A business session is set for Saturday morning with business reports by officers and the reigning queen.

There will be an election of officers and directors.

Marilyn Hagerty of the Grand Forks Herald will speak at the women's noon luncheon while Lee Mills, Fargo, chief of the Federal Aviation Administration district office, will speak to the men.

The Flying Farmers have scheduled tours of the U.S.

Air Force Base at Grand Forks and the Hutterite Colony on Saturday afternoon.

A banquet is scheduled for Saturday night and it will include the coronation of a State Flying Farmer Queen and a Farmerette. Awards will be given to the Flying Farmer man and woman of the year.





HERALD PHOTO BY RON SMITH

## Plane lands short of airport

10-4-78

Brian Pfeiffer of Grand Forks landed his single-engine airplane in a field one mile south and a half-mile east of Grand Forks International Airport late Tuesday afternoon. Pfeiffer had run short of gas and needed more to complete the flight to the airport, said Norman

Midboe, airport manager. No one was injured and there was no damage to the plane. This photo shows the plane taking off from the field after the emergency landing.

## A plane has never crashed here

10-8-78

Is there a chance that an airplane collision like the San Diego accident could happen in Grand Forks?

Well, the chances are bigger than the likelihood of a unicyclist colliding with the Goodrich blimp. Or even the Goodyear blimp.

Controlling air traffic is done by humans, and human error is always possible, especially when communication is involved.

But history and controls show that air travelers don't need to worry in the air space around Grand Forks.

There has never been an accident at the Grand Forks International Airport, nor a mid-air collision in the airspace it controls, according to Bob Burke, chief controller.

Burke, 46, has been a traffic controller for 26 years. It is said that air traffic controllers don't last long before they become nervous wrecks and have to seek employment with less pressure.

But Burke has no facial tics, and his only gray hair is in his sideburns. "I don't even take Roloids anymore," he says.

Burke says the controller who handled the planes involved in the San Diego crash was too upset to talk to authorities for days after it happened. The crash claimed 147 lives, the worst disaster in U.S. aviation history.

The chief controller said his closest call came last September involving two light aircraft. The two were heading straight on, one about to take off, and the other to land. They came within a quarter-

mile of each other before Burke shoed one away.

"A quarter mile may not sound that close, but it is when you're moving at that speed," Burke says.

"When we're real busy, I tell all incoming pilots that if they don't get clearance two miles before they reach the airport, they have to break course. I told this pilot, but he didn't listen."

Burke said the light aircraft pilot in the San Diego incident was practicing flying with instruments, with his instructor in charge of looking out for other aircraft. The radar detected the plane on a course with the commercial airliner and the two pilots were alerted. They acknowledged they saw each other.

Please see CRASH, 4C

## Crash

10-8-78

Continued from Page 1C

But at least one of the pilots may have seen a third airplane and thought that was the one to watch.

In clear weather, pilots are usually flying "VHR," or under visual flying rules, Burke says. That means keep an eye out your window for the other guy, just like you do on the highway.

"It's your job to see and be seen," Burke says. "If everyone lives up to the agreement, there's no problem. But sometimes you get someone fudging a little bit."

Under VHR, you don't fly within 500 feet of the clouds, for the obvious reason that you can't see around it. And when you land, you have to stay 3,000 feet behind the airplane in front of you (and farther for bigger aircraft), or you are sent back into a pattern.

If two pilots see themselves heading for a collision, the road rules are that both should swerve to the right.

If a pilot wants to practice flying with instruments, or if there is bad weather, or if he desires to fly in the clouds, then an al-

titude and course is assigned. Commercial flights are always assigned their niche in the sky.

"We don't allow any other aircraft within five miles on either side or within 1,000 feet above or below the airplane flying with instruments," Burke says. "Actually, all you need is 10 feet. But you play it safe."

The Grand Forks tower controls all traffic within five miles and 3,000 feet altitude. The radar station at the Grand Forks Air Force Base takes over after planes leave the airport neighborhood. All aircraft traveling over 7,000 feet is handled by equipment in Minneapolis.

All those fancy controls and all those experts aren't enough, however. It's up to the guy in the driver's seat to keep his eye peeled.

"All we can do is tell them that traffic is in the area," Burke says. "It takes a lot of vigilance by pilots."

And there's no such thing as a fender-bender in the sky.

"If one plane so much as nips another plane, it's a disaster," Burke says.

10A Grand Forks Herald/St. 10-8-78

## CAB may get grounded

WASHINGTON (AP) — House-Senate negotiators agreed Friday on a bill that would ease regulation of airlines and abolish the Civil Aeronautics Board in 1985 unless Congress votes to extend its life.

The negotiators were members of a conference committee appointed to resolve differences between partial airline deregulation bills passed by the two houses of Congress.

The legislation, backed by the Carter administration, now goes back to the House and Senate for approval.

The Senate bill called for the CAB to continue operation. The House bill called for the board to go out of business on Dec. 31, 1982, unless Congress decided otherwise on the basis of recommendations to be submitted by the board at the end of 1981.

Under the compromise approved Friday, the board will be stripped of its authority over airline routes at the end of 1981. Its authority over rates, fares and mergers would end on Jan. 1, 1983.

By Jan. 1, 1984, the board would be required to recommend to Congress whether it should be continued in any form. Congress would then have a year in which to act. If it did not act, the board would go out of existence.

The conferees also settled a Senate-House difference over the extent to which airlines should be free to fly new routes without CAB authority.

The Senate bill would have allowed airlines to select one pair of cities for new routes in each of the first two years after passage of the act, and two pairs each year thereafter. The House bill provided for an experimental one-year program in which each airline would be permitted to enter one new market without CAB authority.

The compromise would allow one new market each year for three years, after which Congress would decide whether to continue the program.

Each airline taking part in the program would be allowed to set aside one pair of cities it serves as off-limits to selection by another airline without CAB approval.

The conferees accepted a modified version of a provision, adopted by the House but not the Senate, doing away with the Mutual Aid Pact, which provides financial assistance to struck airlines from those not struck.

The compromise would make the pact unlawful unless approved by the board. It would limit payments to an airline to not more than 60 percent of direct operating expenses and to eight weeks in duration, starting 30 days after the beginning of the strike. In order to get the payments, the airlines would have to submit the issues in the strike to binding arbitration.

The committee accepted a somewhat liberalized version of a Senate provision designed to assist employees displaced by deregulation, rather than the still more liberal provision approved by the House.

Under the compromise plan, airline employees who lost their jobs when their employers went broke or suffered heavy losses because of deregulation could receive federal payments for four years.

The payments, including relocation expenses to take new jobs as well as compensation for loss of earnings, would be made to employees who had held their jobs for at least four years.

The payments would be made only if the airline reduced its work force by at least 7.5 per cent in a year and if the CAB determined that deregulation was responsible.



## Airport security:

# Job more fun than it looks

By Jim Durkin  
Herald Staff Writer

To the casual observer, being a security guard for the Pinkerton Security Service at the Grand Forks International Airport appears to be as exciting as sorting socks.

After all, how many different things can you expect to find in a business briefcase? Or a purse? Or a garment bag?

It appears to be a tedious job with a lot of sitting around between flights and little actual searching.

But Security Guards Helene Rodningen and Tonya Riley say the job is more interesting than it looks. "It's not boring," they said emphatically and almost in unison while working one day last week. And they can cite examples to back up their statements.

The Pinkerton people are the ones who examine your carry-on items before you board an airplane. They are also the ones who listen for the buzzer while you walk through the metal detector.

Mrs. Riley said one of her most harrowing experiences came a few months ago. She was going through a box of personal items a man was carrying. Inside was a pet tarantula spider. "I couldn't believe it," she said.

She said a lighter moment occurred after a man had set off the buzzer while walking through the metal detector. "I told him to empty his pockets and go through it again," Mrs. Riley said. "But he said he knew what the problem was. Then he walked over to the table and took out his

top row of teeth and laid them on the table. I just walked away."

Ms. Rodningen said her most bizarre experience was when she asked a woman what was in the box she was carrying. The woman said it was a human hand. Ms. Rodningen said the woman's husband had just been in an accident and was flying to Rochester, Minn., for surgery. The hand had been packed in dry ice to preserve it. Ms. Rodningen said she didn't open the box.

But occurrences like those are rare, the women admitted. Most of the searching is routine.

Both said they had never found a gun on anyone trying to board a plane, but several knives have been found. They said a knife carried on board can't have a blade over four inches long. If the blade is longer than that, the knife must be put in a suitcase that is checked.

Some of the other items which people aren't allowed to carry include toy guns (because some look authentic), lighter fluid, firecrackers and bow and arrow sets. Or anything that can be considered a weapon.

"Most of the time it is just an oversight by the person boarding the airplane," Ms. Rodningen said. "They don't realize that some of those things are potentially dangerous."

The women said the biggest headaches they face come at Christmas time. They said they must unwrap and inspect all hand-carried Christmas gifts. It is a duty to which most passengers don't take

kindly.

"About 97 percent of the people understand and are really nice about it, but it's the other 3 percent you have to watch out for," Rodningen said. "Please tell all the people not to wrap their Christmas presents."

Mrs. Riley and Ms. Rodningen are the only full-time security guards at the Grand Forks airport. Four

women — Trish McDade, Sandra Heffern, Renee Singleton and Karen Anderson — work part-time shifts.

The six women work from 5:30 a.m. to 10 p.m. and clear an average of 300 passengers a day. The women work for Frontier, North Central and Northwest airlines. It is usually about an hour between flights.

The women, who begin

working for the minimum wage and work their way up with experience, say the job is interesting because they meet a lot of different people. "You really have to enjoy meeting and working with the people," Ms. Rodningen said. "And we work with a very nice group of people."

Not to mention a few strange passengers who wander through now and then.



HERALD PHOTO BY JOHN STENNES

Karen Anderson, left, and Tonya Riley check a purse and a briefcase belonging to travelers leaving Grand Forks International Airport



Officer Ron Hagen of the Grand Forks Police Department, watches a passenger walk through the metal detector. Two city officers assist the Pinkerton guards with airport security

## Better air service sought for small cities

BISMARCK, N.D.(AP) — The Governor's Commission on Airline Transportation has appointed a seven-person airline service search committee to find new and better airline service for small North Dakota cities.

The special committee will contact small commuter airline companies, and several regional air carrier firms during the coming months to talk about the special needs of several small North Dakota cities, said State Tax Commissioner Byron Dorgan, who is chairman of the commission.

"We know the only way we'll get improved airline service for cities like Jamestown and Williston and the only we'll be able to help Dickinson, which has no airline service at all today, is to go out and talk to the airlines and market the communities of North Dakota," Dorgan said.

Named to the search committee are Del Gaab, Dickinson; Jack Daniels, Williston; Johnny Klingenberg, Jamestown; Ken Leigh, Grand Forks; Lawrence Knoke, Devils Lake; James Maragos, Minot; and Lucy Maluski of Bismarck, who represents state government.

### McEnelly pallbearers named 11-6-78

Pallbearers for Raymond J. McEnelly, 48, 1118 19th St. NW, East Grand Forks, will be Ray Sjostrand, Harley Bucholz, Lynn Josephson, Walter Mostrom, Lloyd Wiseth, and Milo Hedeen.

Mr. McEnelly died Friday at The United Hospital. He is survived by his wife, Janice; one daughter, Deanne, Fargo; one son, Craig, East Grand Forks; his mother, Mrs. Selma Anderson, Thief River Falls, Minn.; and one sister, Mrs. Ralph (Betty) Wold, Thief River Falls.

Funeral services for Mr. McEnelly will be at 2 p.m. Tuesday at Augustana Lutheran Church, Grand Forks, with burial in Resurrection Cemetery, East Grand Forks. Visitation will be after 4 p.m. Monday with a 6:30 p.m. prayer service at the Stennes Funeral Home, East Grand Forks.

### Raymond J. McEnelly 11-5-78

Raymond J. McEnelly, 1118 NW 19th St., East Grand Forks, died Friday at United Hospital.

He was born Jan. 17, 1930 and attended high school at Goodrich, Minn., before serving in the U.S. Navy from 1948-1952. He worked for the railroad in Thief River Falls, Minn., until 1954, and then for the U.S. Post Office in Minneapolis until 1963, when he moved to the Grand Forks area where he was employed by the Federal Aviation Agency. He married Janice Kjellberg in Minneapolis, Feb. 16, 1957.

He is survived by his wife; one daughter, Deanne, Fargo; one son, Craig, East Grand Forks; and his mother, Mrs. Ralph (Betty) Wold, Thief River Falls, Minn.

Services will be at 2 p.m. Tuesday at Augustana Lutheran Church in Grand Forks with burial at Resurrection Cemetery in East Grand Forks. Visitation is at Stennes Funeral Home, East Grand Forks, after 4 p.m., Monday, with a prayer service at 6:30 p.m. Monday.

### Light plane goes off runway 10-11-78

Ed Honek, a University of North Dakota student from Angus, Minn., was uninjured when his light aircraft ran off the runway at the Grand Forks Municipal Airport Wednesday morning. Honek was landing after his first solo flight at 8:05 a.m. when the aircraft bounced and the nose gear buckled slightly, according to John Odegard, chairman of the UND Aviation Department. His plane came to a halt off the north side of the runway. Odegard said there was minimal damage to the aircraft.



## Self-built aircraft crashes; man hurt

From Herald Staff Reports

Stephen Hansen, 36, 535 32nd Ave. S., Grand Forks, is in serious condition in the intensive care unit of The United Hospital after crashing his homemade aircraft Thursday afternoon.

Hansen crashed about 4:30 in an open field behind Woodcrest Road, which is about two miles south of the city limits.

Morris Davidson, 6704 Woodcrest Road, witnessed the crash.

"He (Hansen) was flying against the wind," Davidson said. "He would let the wind bring him up and then use the engine for distance by angling into the wind."

Davidson said Hansen was 50 to 60 feet or higher when he came down.

"The wings just buckled," Davidson said.

It is uncertain what the wings are made of, but Bill O'Keefe, a spokesman for the Experimental Aircraft Association in Grand Forks, said such aircraft usually have a dacron or cotton-type cover over the wings.

Please see CRASH, 7A



HERALD PHOTO BY RON SMITH

Sgt. Wayne Anderson of the Grand Forks Police Department knelt beside Stephen Hansen and the wreckage of the homemade plane Hansen had been flying. Anderson and two other police officers at-

tended to Hansen while waiting for an ambulance from The United Hospital.

## Airline to link city with Bismarck

By Ryan Bakken  
Herald Staff Writer

Flying commercially from Grand Forks to Bismarck now means a layover. There are no direct flights.

But come January, there will be not one — but two — North Central daily flights to the state capital.

Travelers wanting to fly to Grand Forks from Bismarck will also have two opportunities.

Grand Forks Mayor C.P. "Cy" O'Neill received word Monday of the improved service. O'Neill had complained loudly a month ago at the Governor's Aviation Advisory Committee meeting.

O'Neill and airline customers were upset with the loss of the early morning flight to Sioux Falls, S.D.

O'Neill said the tentative plans are for the flights to begin Jan. 9. He said the new flights will depart from Grand Forks at 5:30 a.m. and 2:30 p.m. Incoming flights from Bismarck should touch down at noon and just after midnight. Flights both ways will stop for passengers at Devils Lake.

David E. Moran, North Central's vice president in charge of traffic and sales, said in the letter that the flights are experimental. They will be dropped if use is low.

## Airline

(Continued from Page 1)

The timing for the addition is good with the Legislature beginning its session the first of the year.

Moran said North Central will advertise the flights, but also asked for the city's help in promotion.

(Continued from Page 1)

Officer Byron Sieber of the Grand Forks Police Department said other witnesses said they heard the motor cut a couple of times then saw the wings buckle.

However, Jim Hansen, Steve's brother, said he doubts engine failure had anything to do with the crash. "He just uses the engine to get airborne and for power. He usually shuts the engine off when he is in the air."

Jim also said Steve has been flying the aircraft "for about a year."

Davidson was the first person on the scene, while his wife, Louise, called police.

A hospital spokesman said most of Hansen's injuries were fractures.

Stephen is manager of Hansen Lease and Rental Inc. and a part owner of Hansen Ford.

Hansen's aircraft, which was destroyed in the crash, consisted of two wings, a propeller and an engine. The fiber-covered wings were supported by aluminum struts.

## Pilot lands crippled plane

Edward J. Berger, a University of North Dakota student from Crystal, Minn., escaped injury in an emergency landing Friday afternoon at the Grand Forks International Airport.

Berger, who was flying a UND aircraft, developed electrical and mechanical problems and couldn't get his left landing gear down. He was flying a Beechcraft Sierra — a plane with retractable wheels.

The radio in the plane also went out. After a pass over the airport tower, officials noticed the landing gear was not operating properly.

Three fire trucks, an ambulance and city police were called to the runway. Berger, however, made what an airport official called a "beautiful" landing.

"He landed on his right gear and his nose and held his left gear up until he was going too slow for it to stay up. He did a real good job," the spokesman said.

Damage to the aircraft was slight.

The plane has been impounded pending an investigation by the Federal Aviation Administration.

## Aviation student crashes plane

A UND aviation student was uninjured Tuesday night in a landing mishap at Grand Forks International Airport which left his aircraft disabled.

The student, Thomas L. Van Engen, a senior in aviation at UND, said he didn't have time to think about what was to happen before his plane toppled over on the runway.

"When I saw that it wasn't on

fire I got out," he said.

Van Engen said the mishap, which occurred at 6:48 p.m., was caused by his watching the control panel more closely than watching the distance to the ground.

"There is that distance between the plane and the runway which makes it difficult to determine depth," said Van Engen.

"His aircraft (a \$17,000 Cessna 152) came down short of the runway and received substantial damage," said John Odegard, chairman of the UND Department of Aviation.

Van Engen will receive his commercial pilot certification next month and doesn't think this incident will hurt him.

This is the second mishap that [See Aviation, P. 3A]

## Aviation

[Continued from P. 1A] occurred in October. Early in October, an aviation student who was making his first solo flight, caused damage to the airplane's propeller when the gears in his aircraft malfunctioned.

"We have had an incredible

safety record," said Odegard and added that there has never been a fatality.

Details of Tuesday's mishap will be investigated by the Federal Aviation Administration in cooperation with the staff of the UND Aviation Department, Odegard said.





## AGENDA CITY COUNCIL MEETING MONDAY, NOVEMBER 20, 1978 7:30 P.M.

1. ROLL CALL.
2. READING & APPROVAL OF MINUTES:  
November 6, 1978.
3. PUBLIC HEARINGS, PETITIONS, REMONSTRANCES & COMMUNICATIONS:
  - 3-1. Petition to vacate portion of Cherry Street adj. to Blk. 6, Sun-Beam Addn.
  - 3-2. Request for "No Parking" on portion of 100 blk. of Cherry St. (west side) and portion of 600 blk. of 1st Ave. S. (north side).
  - 3-3. Request by Grand Forks Clinic for permission to connect to fire dept. alarm system.
  - 3-4. Damage claim by John W. Williams.
  - 3-5. Request by Glimcher Co. of Columbus, Ohio for authorization for issuance of MIDA bonds not to exceed \$4,500,000.
  - 3-6. Request by ND Mill & Elevator for permission to relocate portion of city water main.
  - 3-7. Various bonds and insurance policies.
4. REPORTS OF OFFICERS:
  - 4-1. Various reports.
5. ACCOUNTS, CLAIMS & BILLS:
  - 5-1. Time rolls for October, 1978.
  - 5-2. Bill listing.
  - 5-3. Community development bills.
6. REPORTS OF STANDING COMMITTEES:
  - 6-1. Matter of damage claim by Wm. G. Little.
  - 6-2. Matter of fuel oil bids.
  - 6-3. Matter of parking authority audit.
  - 6-4. Request to attend accounting course for local governments.
  - 6-5. Matter of approving pledged securities.
  - 6-6. Matter of Amendment No. 1 to grant agreement for FAA airport development project.
  - 6-28. Matter of acquisition of used 1 1/4 ton 4-wheel drive truck for airport.

## Raise you a plow...

Like struggling professional teams, the City of Grand Forks may be opting for youth and a rebuilding program.

Monday night, the City Council okayed the trade of a 1 1/4-ton truck with 30 years of experience to Williston to a similar-sized truck with only 11 years experience.

A truck?

That's right. Grand Forks finagled a trade of a 1948 truck for a 1967 model owned by the City of Williston.

Of course, Grand Forks had to throw in a old snow plow to close the deal.

It's not known if either side received a draft choice on the 1979 models.

11-21-78

— Ryan Bakken

## Northwest 11-29-78 action is protested

BISMARCK, N.D. (AP) — Northwest Airlines' plan to discontinue air service to Jamestown will come under protest at a meeting to be held in that city Jan. 4, North Dakota Aeronautics Commission director Harold Vavra said Tuesday.

The commission will meet with three members of the Civil Aeronautics Board and the Jamestown Airport Authority.

The commission said last week it would file a petition with the CAB to protest Northwest's reduction of seven-day-a-week service to five days.

However, Vavra said the January meeting will center on Northwest's request to stop service at Jamestown altogether.

Northwest had filed a petition with CAB asking for termination of service to Jamestown. But Northwest was forced to resume partial service under the rules of the recently-enacted airline deregulation act, which ensures continued service to small cities unless the providers find alternative air service for the community.

## Funds for airports 11-29-78 endorsed by panel

By Ken Retallic  
Herald State Editor

A bill which would provide \$2 million over the next biennium for improvements at major state airports has been endorsed by the North Dakota Aeronautics Commission.

The bill was approved by the State Legislative Council for introduction at the 1979 session of the North Dakota Legislature. House Republican Leader Earl Strinden of Grand Forks sponsored the original bill late in the 1977 session.

It was passed by the House and approved by the Senate Transportation Committee. However, it was recommended for indefinite postponement by the Senate Appropriations Committee.

Seven regional airports would benefit under the bill, said John D. Odegard of Grand Forks, chairman of the aeronautics commission.

They are located at Grand Forks, Devils Lake, Jamestown, Fargo, Bismarck, Minot and Williston.

Dickinson's airport also would benefit when it receives commuter airline service and expansion at regional airports is inadequate to meet growing needs, Odegard said.

The present method depends on a local tax on real estate in the municipalities operating airline airports. It is an inadequate method because many persons served by these major airports do not live within the boundary of the city owning the facility, said Odegard.

Airline airports which would receive state funds for improvements would no longer qualify for funds from aviation fuel taxes. Those additional funds would be used to provide state aid to general aviation airports for improvements.

Under the bill, airports which board more than 20,000 passengers annually would divide \$850,000 a year or \$1.7 million in the biennium for improvements. Airports at Grand Forks, Fargo, Bismarck and Minot are in this category.

The division would be based on a percentage of the total number of passengers boarded at the four major airports.

Airports boarding less than 20,000 annually would receive \$50,000 a year or \$100,000 in the biennium from the state for improvements.

The state aeronautics commission would administer the funds.

## Airline resumes 12-13-78 abandoned flights

Off-again, on-again North Central Airlines services are back again with some revived flights.

On Oct. 29, North Central discontinued the Grand Forks stop on two of its flights, one being the Omaha-Sioux Falls-Brookings-Fargo-Grand Forks run.

Effective Friday, Sioux Falls to Grand Forks service will be reinstated with a little change in scenery.

The twice-daily flight will originate in Kansas City. It will stop in Nebraska at Norfolk, in South Dakota at Sioux Falls, Huron and Aberdeen, and in North Dakota at Carrington, Bismarck and Devils Lake en route to Grand Forks.

North Central will also offer service to Devils Lake and Bismarck on a twice-daily flight originating in Grand Forks.

— Sue Ellyn Scaletta





University aircraft damaged when student pilot lost power near airport

HERALD PHOTO BY JOHN STENNES

## Rural Cass airport boards get charters

By ED MAIXNER  
Staff Writer

Regional airport authorities at Leonard, Kindred and Arthur, all in Cass County, have been chartered by the secretary of state in Bismarck.

Filing papers for a fourth charter, for a Casselton regional airport authority, had not been received yet Thursday at Bismarck, according to Dottie Graff, corporate registrar for the secretary of state. Graff said the charter for the Kindred authority was approved Tuesday, and the charters for the Arthur and Leonard regional airport agencies were approved Thursday.

The proliferation of regional airport authorities in Cass County has resulted primarily from a move by the Fargo Airport Authority to involve Cass County, as well as Moorhead and Clay County, in support of Hector Airport. By forming their own regional airport authorities, the

## Airports—

(Continued from Page 1)

cities and townships of Cass County can avoid a countywide property tax that would probably be imposed for support of a Fargo regional authority.

When the Casselton regional airport agency is chartered, a total of 14, and perhaps 15, townships and four cities will be involved in new regional authorities. Also, the charters of the new authorities can be amended in the future to include additional townships or nearby cities.

According to Graff, the new authorities were formed by these cities and townships:

•Kindred-Davenport Regional Airport Authority includes the city of Kindred and the townships of Addison, Davenport, Normanna and Warren.

•Arthur Regional Airport Authority includes the city of Arthur, Arthur Township and Gunkel Township.

•Leonard Regional Airport Authority is formed by the city of Leonard and the townships of Watson, Walburg, Maple River and Leonard.

William Monty Strehlow, Casselton attorney who has filed the charters on behalf of the authorities, said the joint petition for the Casselton regional charter was still being circulated among the townships Thursday. He said he anticipates it will be sent to Bismarck soon.

Township supervisors for Everest, Durbin, Harmony and Empire townships have decided to join in the Casselton regional authority. Strehlow said supervisors for Casselton Township also have been considering the regional agency.

## Friday smorgasbord

12-1-78

## Revenue sharing could backfire

North Dakotans last month were trying to lower — or at least hold the line on — property taxes when they approved a state revenue sharing plan. It could backfire on them.

By giving local government five percent of state income and sales tax revenue, they may force the legislature by 1981 — if not in 1979 — to cut back on existing forms of state support for local government.

An analysis of 1977 appropriations by the legislature shows that 43 percent were for financial assistance to political subdivisions. While this was largely for school districts, it meant that much less money which had to be raised by local property taxpayers.

If the state revenue pinch gets too tight, almost certainly it will be education and welfare where cuts must come. More than three-fourths of the appropriations two years ago were for those areas. Less than five percent was for general state government.

★ ★ ★

Advice from North Dakota is being sought by at least two states in the wake of last month's elections. Legislative leaders from both Minnesota and Washington State — both of which will have equal Republican-Democrat divisions in their lower house — are seeking information about how North Dakota handled a similar situation in 1977.

Preliminary approval of issuance of MIDA bonds to finance construction of a new small shopping center here revives the question of whether they should be available to encourage competition with existing business. It is relatively easy to make arguments on both sides of the question. Undoubtedly the question will be a subject of discussion at the 1979 legislative session.

★ ★ ★

We are pleased that the North Dakota Capitol Grounds Planning Commission has approved plans for the proposed new wing on the state capitol. Drawings of the proposed addition indicate that it will be compatible with the legislative wing on the other side of the tower. It will pay for itself in reduced rents now being paid for space outside the capitol.

★ ★ ★

Only selfishness can explain the action of several Cass County cities and surrounding townships in forming "regional airport authorities." The aim is to escape any tax to help support the Fargo airport, should the county agree to contribute financial aid. Airports such as that at Fargo benefit the surrounding area as much as the major city where they are located. There is no reason why the residents of the city should be forced to shoulder the entire tax burden to keep them going.

## Pilot injured in crash

12-12-78

Terrance P. Lutz, 20, Robbinsdale, Minn., was listed in satisfactory condition at The United Hospital following an airplane crash at the Grand Forks International Airport Monday afternoon.

Lutz, a University of North Dakota student, was suffering from an apparent back injury. He was the pilot of the plane.

A passenger in the plane, Steven T. Sitter of Fargo, was not injured.

The UND aircraft — a 1978 Beechcraft Sierra — was substantially damaged.

John Odegard, chairman of the UND aviation department, said the plane was in a normal traffic pattern when engine failure occurred, causing the aircraft to come down short of the runway. The accident, which happened at 12:48 p.m., will be investigated by the Federal Aviation Administration.

Lutz has more than 200 hours of flight time and was completing his commercial instrument rating. Sitter, a UND senior, was his flight instructor.

## Plane crash injures one

12-11-78

One person was slightly injured when a small airplane crashed off the edge of a runway at the Grand Forks International Airport Monday about 1 p.m.

A police spokesman said there were two people in the plane. One of them walked to a stretcher and was taken to The United Hospital by ambulance.

"He didn't appear to be injured too bad," the spokesman said.

No other details of the crash were available, pending further investigation.



# Council to discuss new City Hall plan

By Ryan Bakken  
Herald Staff Writer

The Grand Forks City Council will be meeting Wednesday night, but it won't be meeting as the City Council.

Council members will be meeting as a "committee-of-the-whole," a fancy title for getting the preliminary work and discussion done so it doesn't overburden the regular meeting when other items are on the agenda.

The main object of the council's attention will be the capital improvements (non-recurring projects over \$15,000) plan, which includes the controversial proposal for a new City Hall.

Also to be discussed is a consultant's recommendations of changes in city government. The city paid \$10,000 for the consultant, but hasn't used many of his ideas. "We've touched on them," says Mayor C.P. "Cy" O'Neill.

O'Neill says Wednesday's 7:30 p.m. meeting probably won't be the only one regarding capital improvements. He said it will probably take at least two meetings.

The plan, drawn up by Robert Wedin, Neome Bushaw and Ludwik Kulas — the three council committee heads — covers six years.

The council will discuss whether the priorities are in the right order and if the plan is too

ambitious or not ambitious enough.

City officials drew it up as if money will be available for each of the projects. But some alderman may feel the plan means too much in local taxes.

It calls for spending \$11 million in the fiscal year beginning July 1, 1979. More than two-thirds of that money, however, would come from state and federal purses.

"On some of the projects, we don't have commitments from state or federal agencies, but we know the projects qualify for those sources," said Robert Bushfield, city planner.

The plan is not gospel. It can be changed come budget-talk time. But if a project in the

capital improvements plan is approved for a certain year, it gives that department head a good arguing point during budget talks.

The cost of a new City Hall, to be built near the police station, would be approximately \$1.5 million. Federal revenue sharing money could pick up part of the tab.

At first, the plan called for the City Hall to be built in 1982. But that was changed to 1979 late in the improvement talks, which lasted about 18 months.

The change came after Neil Hensrud left the council. Mrs. Bushaw replaced him as head of the public service committee and on the special committee.

The main force behind immediate action on

the new building is Robert Simons, director of administration. He said federal regulations require that all public buildings be accessible to the handicapped by 1980.

A new City Hall would be paid for out of the city building fund, which has accumulated about \$1 million in property taxes over the years.

Other expensive projects proposed for next year regard sewers and an expansion of the lagoon. The biggest percentage would be paid for with federal money.

People wishing to voice their opinions will be heard Wednesday night.

## Weather research

12-9-78 12-9

## University to receive \$3 million

By Sue Ellyn Scaletta  
Herald Staff Writer

Weather isn't just small talk at the University of North Dakota, it's a \$3 million project.

A federal grant of \$3,301,436 has been awarded the Department of Aviation at UND for weather modification research, it was announced Friday.

Chief investigator for the project, John Odegard, said his office has not been officially notified of the award, but had applied for such funding.

The money would be used by his department over a five-year period for research radar, meteorological monitoring and computer processing of data gathered.

Odegard's department has been involved in weather modification research since 1972 and pioneered technology for digital radar data processing of meteorological information. The department's digital radar center is headquarters for a national network of weather information data processing.

Odegard said North Dakota lawmakers were instrumental in securing the grant from the Department of Interior's Bureau of Reclamation.

According to Odegard, "Weather modification will be critically important in the future, not only for agricultural purposes such as increasing rainfall, but more importantly, to assure a fresh water drinking supply."



heard

Remember where you Heard it.

CATCH OUR DRIFT? — An arriving passenger was spotted wandering through the terminal at Grand Forks International Airport last week carrying — you'll never guess — a snow shovel. Apparently he had seen the weather forecast before boarding the plane.

## N.D. air deaths highest in 10 years

The twelve deaths caused by airplane crashes in North Dakota during 1978 was the highest recorded in ten years, according to a North Dakota Aeronautics Commission tally. Commission Director Harold Vavra says that in the 10 years records have been kept on the subject the highest fatality mark had been 11 fatalities both in 1975 and 1976. One person died in a plane crash in the state in 1977, he said.

# Private pilots oppose tighter airport control

WASHINGTON (AP) — strong opposition from a powerful private pilots' group. A Federal Aviation Administration plan to tighten traffic controls around the nation's airports faces John L. Baker, president of the 220,000-member Aircraft Owners and Pilots Association, contended after the FAA announcement Wednesday that the new po-

## Grand Forks airport to have minor changes

No major safety changes are planned at the Grand Forks International Airport, according to Robert Burke, chief air traffic controller.

In 144 airports which have radar in the control tower, including Fargo, more controls are planned. Pilots heading to these airports must have a piece of equipment called a transponder, which makes it easier for the radar to identify the aircraft.

The use of the radar — and the pilot's contact with the tower — will be more extensive at these airports.

But pilots landing in Grand Forks won't need that equipment. That's because the

radar used here is owned and operated by the Grand Forks Air Force Base. The FAA does not have control over military equipment.

"The small pilots are really opposed to the changes," Burke said. "It's another piece of equipment and they say it takes the fun out of flying."

Burke said any changes locally will probably be procedural.

"They may prohibit practices during certain hours or bar practices from different directions," Burke said. "I'm just guessing. I expect some changes, but nothing major."

licies would restrict private pilots' freedom of access to many airports.

He said his organization "will call on the more than three-quarters of a million pilots and their families and their business associates to form a massive attack on the FAA's programs."

Baker said AOPA will take its case to Congress and the public, but did not elaborate.

There were other indications, however, that the opposition might take the form of an organized "fly-in" in which hundreds of planes would be flown to Washington.

It is expected that the private pilots will state their case during public hearings on the FAA plan to upgrade 44 airports to terminal con-

trols areas, the agency's highest safety rating.

In announcing the plan, FAA administrator Langhorne Bond said he did not feel it would result in a dislocation of the private general aviation sector. But he said some small user groups, such as non-licensed student pilots, might be affected at some airports during certain periods.

"Business and private aircraft with the right equipment will be perfectly eligible to go into the major airports," Bond said. He added that "this program will provide greater safety for all concerned."

The FAA action was spurred by the Sept. 25 aerial collision over San Diego between a jet airliner and a small Cessna flown by a pilot making a

practice landing approach. The crash, worst U.S. aviation disaster in history, killed 144 persons.

The FAA plan will improve safety at 124 U.S. airports serving 97 percent of the scheduled airline travelers. Bond said it will provide increased protection against in-flight collisions and estimated it would reduce by 80 percent the

number of near collisions involving aircraft operating above 10,000 feet.

The program calls for increasing radar services at 80 airports, establishing terminal control areas at 44 and putting most of the busiest air routes above 10,000 feet under direct air traffic control. An additional 330 air traffic controllers will be hired.



# Toast Al Forsman — with water

By Ryan Bakken  
Herald Staff Writer

When Al Forsman happened on the scene, Grand Forks was dumping its sewage directly into the Red River.

"It had to make you wonder when you drank a cup of coffee," he says.

That statement was a rare moment for Forsman. His cup usually doesn't runneth over with quips.

Forsman has been the superintendent of water and wastewater for the City of Grand Forks for 18 years. He's the guy that makes sure the water you get isn't "wastewater." And that the wastewater doesn't gag the folks at, say, Oslo.

But Friday was Forsman's last day on the job. On New Year's Day, he turns 65.

The majority of most of you City Hall watchers probably haven't heard of Forsman.

Part of the reason is Forsman's personality. He can be best classified as easy-going, mellow or laid-back, depending on which era you call yours. He speaks when spoken to, and then only briefly.

He's just one of those government bureaucrats doing as good a job as possible in a governmental bureaucracy.

And that's the second reason you haven't heard much about Al Forsman. So says his boss, Director of Public Works Frank Orthmeyer.

"It's not a very colorful job," Orthmeyer says. "Everybody takes the water department for granted because Al's done such a good job with it that we've had no problems."

"So the council and others in City Hall think there are no problems with our water system. There aren't because of Al."

"I tell you, if we ever had gotten into trouble with the Environmental Protection Agency, the city would have been in a batch of trouble. Then everyone would have heard about Al."

Forsman shows that sometimes a midget-sized profile is an attribute.

He was born in the early hours of Jan. 1, 1914. "I got a full day in my first day," he says.

And that's the way it's been since, except for Friday, when he was given two coffee parties by his co-workers.

The city has a policy that a retired employee work 20 years to merit a gold watch. Forsman came two years short, but his staff bought him one anyway.

When asked about his most memorable or proudest moments, Forsman recites the development of the lagoons, the water treatment plant, the distribution system and other things that usually aren't discussed at cocktail parties.

When talking about his job, Forsman is all seriousness. He seems almost sad that he won't be around when the lagoon expansion work begins shortly.

"Next to the air you breathe, nothing is more important than water," Forsman says. "You can't get along without those two things. But you can get along without electricity and heat."

Forsman's department takes the water from the Red River, cleans it up and sends it to homes. What goes down the drain is cleaned up again before it's sent back to the Red River.

Sounds simple, but it isn't, according to Orthmeyer. "That job is getting really technical with all the water quality regulations by the EPA."

So, if you have a glass of water today that doesn't taste funny, use the glass to toast Al Forsman. How about: Happy New Year and Happy New Life.



Al Forsman at Friday retirement party

## FAA announces 'sweeping program' for air safety 1-26-79

WASHINGTON (AP) — The Federal Aviation Administration today announced a "sweeping and comprehensive" air safety program intended to provide increased protection against in-flight collisions at airports that serve 97 percent of all scheduled airline travelers.

Presently only 67 percent of the travelers receive such protection.

The new program was prompted by an FAA investigation of the Sept. 25 collision between an airliner and a small private plane at San Diego that killed 144 persons, the worst accident in U.S. aviation history.

FAA Administrator Langhorne Bond told a news conference the program is expected to reduce by 80 percent the number of near collisions involving

airliners operating above 10,000 feet.

The plans call for increasing radar services at 80 air carrier airports, establishing mandatory terminal control areas at 44 additional locations and putting most of the busiest air routes above 10,000 feet under direct air traffic control.

"Soon, most airline passengers will travel their entire trip under positive air traffic control," Bond said.

He said the FAA also will propose rules requiring wider use of altitude reporting transponders by all aircraft operators, and installation of collision-avoidance systems in most airliners as soon as the equipment becomes available.

He said the changes will require an additional 330 air

traffic controllers at the nation's airports.

Personnel costs associated with the improved service are estimated at about \$11 million for the first year. The equipment costs are estimated at \$43 million.

Transportation Secretary Brock Adams told reporters the financing would be made available.

Adams and Bond emphasized the primary purpose of the new program is to increase the level of safety for the millions of people who fly the nation's airlines. In 1978 a record 280 million persons have flown on scheduled airlines, and the figure is expected to increase to nearly 500 million passengers by 1980.

## THE DAKOTA STUDENT

1-25-79

3B



Photo by Nestor Jaramillo

## Aviation gets rain contract

By Craig R. Doherty  
Staff Writer

When it rains it doesn't always pour.

UND's aviation department has won a \$3.3 million Bureau of Reclamation contract to help

keep the nation from a fresh water crisis.

Colorado River Basin states are running out of water, said John Odegard, aviation department chairman. Water that once ran to Mexico from Colorado simply isn't there, he said.

Conditions could be improved through research by UND personnel. Through weather modification research, UND experts are able to record, store, recall and analyze weather conditions across most of the western United States.

Under the contract, the aviation department will work for the next five years on field studies with research radar and computer

support. Although the money will be given to the department, it is not done with a free rein.

The department must comply with provisions connected to the Atmospheric Resources Management Program. Timely reports, extensive travel and cooperation in other research fields must be done.

The contract puts the Aviation Department on "the ground floor of some very significant research," Odegard said.

Working with the Atmospheric Resources Management Program and the Bureau of Reclamation, cloud seeding will be researched extensively for North Dakota and other states. But, according to Odegard, cloud seeding is something many North Dakotans feel unnecessary.

Pollution effects, already studied by the department are nil, Odegard said. Silver iodide or dry ice is used in this process

and are virtually non-pollutant. "It is a natural process," he said, "for precipitation to occur in the manner it does with silver iodide and dry ice. The silver iodide or the dry ice expand once they are in the cloud and attract more water molecules together until they fall as rain or snow." Cloud seeding is one project to be monitored and evaluated through the contract to help improve precipitation conditions.

Ground water is dwindling, Odegard said, but not enough people realize a good water table relies on more than spring thaw and summer rains.

Research on weather modification is recorded and sent from many states to UND for processing. The computer used is one of three in the United States. The other two belong to the Bureau of Reclamation.

## Morning air flight not busy

By Ryan Bakken  
Herald Staff Writer

On Dec. 15, two round-trip flights connecting Grand Forks and Bismarck were set up by North Central Airlines.

The airline warned that the flights would be dropped if they weren't being used. So... how are they being used?

The morning flight is in deep trouble. Local North Central Manager James Butala says he believes there were only 69 Grand Forks boardings on that flight in the first month.

The flight departure isn't the most desirable. It leaves for Bismarck at 5:05 a.m. — probably before the birds are awake.

However, the flight leaving Grand Forks at 2:10 p.m. is "doing fairly well," according to Butala.

Butala said he has "no way of knowing" if the airline plans to discontinue one or both flights.



Grand Forks, N.D. 58202

## Aviation restricts long flights

2-15-79  
By Tim Hill  
Staff Writer

After five aircraft mishaps in three months, Aviation Department Chairman John Odegard says, "It's time to lay responsibility back onto the students."

Between Oct. 11 and Dec. 11 of 1978 three Cessna 152s and two Beechcraft Sierras were either partially damaged or totaled. The prices of the airplanes are approximately \$25,000 and \$75,000 respectively.

As a result of these accidents, certain steps have been taken in an effort to stop further mishaps. A UND certified flight instructor (CFI) task force has been set up to review cross-country flying procedures and a "flight instructor refresher program" will be given to flight instructors to reacquaint them with proper procedures.

The decision causing the most disagreement is cancellation of overnight flights. Odegard says the "risk outweighs the benefits," and the weather at present is too "unpredictable."

Student pilots will now be limited to day flights of distances not exceeding a 375-mile radius. Previously students with private pilot licenses could check out a plane to fly home for the weekend, or other distance flights. No more.

Odegard claims this will not limit students who are working for their commercial pilot licenses. "For a commercial license you need a little more than 200 hours flight time," he said. "We will also be expanding

## North Central to reduce fares

North Central Airlines will reduce passenger fares on an experimental basis by 40 percent between selected cities in North and South Dakota effective March 12, according to the North Dakota Aeronautics Commission. Jet service non-stop between Minot and Grand Forks was reduced from \$47 one-way to \$28, including taxes. 2-11-79

airports where students can go in and out of."

The students, who will now be restricted, seem to disagree. "I can't see taking it out on the student," said Bill Osborne, a junior in aviation. Osborne says it's rather "odd" if you are a qualified pilot and have a private

license but are unable to check out a plane. Two aviation students who asked that their names be withheld agreed with Osborne. They said it was unfair to punish everyone for something done by one person.

Only one accident occurred as a result of a distant flight. The others occurred at or near the airport.

"It's hard to go somewhere and come back in one day," said one student. "There is not much to see in 375 miles."

Under consideration for next year, said Odegard, is a "student agreement" form which will explain all procedures and rules that must be followed. This will be signed by the student. Auburn University, Ohio State and Ohio University already have this," he said.

"That's not very fair," says Osborne. "They are taking unnecessary steps." One student said the department was trying to save money on insurance.

Odegard says UND aviation is less restrictive than any other aviation school.

## Airline passengers

BISMARCK (AP) — North Central Airlines will reduce passenger fares by 40 percent between selected cities in North and South Dakota effective March 12, according to the North Dakota Aeronautics Commission. 2-11-79

The reduced passenger fares have no special conditions or restrictions attached and will be available on any flight, said Harold G. Vavra, aeronautics commissioner director.

The reductions were authorized under the Airline Deregulation Act of 1978, which permits airlines to reduce fares up to 50 percent, he added.

Passenger fare reductions include jet service

and Fargo from \$39 one-way to \$23, including all taxes. Jet service non-stop between Minot and Grand Forks was reduced from \$47 one-way to \$28, including all taxes.

Other fare reductions involve Devils Lake and Minot, N.D., and Aberdeen, Brookings and Watertown, S.D., Vavra said.

## Air service expansion meeting planned

2-26-79  
BISMARCK (AP) — Regional commuter airline representatives will meet with state officials Wednesday to discuss possible expansion of service to more North Dakota cities, a spokesman said.

Air Wisconsin of Appleton, Wis., Big Sky Airlines of Billings, Mont. and Turner Aviation of Fargo will be represented, said Byron Dorgan, chairman of the governor's Commission on Air Transportation.

Air Wisconsin has already announced it wants to serve Jamestown when the Civil Aeronautics Board allows Northwest Airlines to curtail service.

Dorgan said he feels air service to North Dakota will improve since a 1978 federal deregulation law reduced powers of the Civil Aeronautics Board to set routes and fares.

"Before deregulation, smaller airline carriers were locked out of this region of the country because of Civil Aeronautics Board restrictions on new air routes and new air carriers," Dorgan said. "Now that these regional carriers are free to come in and serve us, we're talking to as many companies as we can to help promote more and better service to our cities."

"Deregulation may mean that smaller North Dakota cities won't be able to compete for major airlines with cities like New York and Los Angeles. But we can go out and market our North Dakota cities to smaller regional airlines that can offer us, in some cases, twice the service we've had from the larger airline companies," he added.

## Frontier proposal supported

126  
BISMARCK (AP) — The North Dakota Aeronautics Commission has expressed support for Frontier Airline's proposal to fly non-stop between Fargo and Denver once a day.

Frontier applied with the federal Civil Aeronautics Board earlier this month to operate one of its two daily flights between those points non-stop.

Harold Vavra, North Dakota aeronautics commissioner, said he has sent a statement in support of Frontier's application to the CAB in Washington, D.C.

## Carter OK's airline merger

6-5-79  
President Carter has given final approval to the merger of North Central Airlines and Southern Airways into a new carrier named Republic Airlines, based in Minneapolis. The president sent a letter to the Civil Aeronautics Board Monday saying he had no objection to the merger, approved by the board on April 26. The final decision was up to Carter because international routes are involved. The merger links two strong regional carriers into a network stretching from the Caribbean to Canada and from New England to Southern California.

## Plane crashes, pilot OK

2-19-79  
By Jim Durkin  
Herald Staff Writer

SABIN, Minn. — A University of North Dakota student escaped injury when his light aircraft crashed in a field near here Sunday about 5 p.m.

David M. Martinson, 2529 Seventh Ave. S., was forced to land his four-passenger Cessna 172 in a field about 6 miles south of Sabin. The craft flipped when it landed and came to rest on its top.

Martinson said he had a seat belt on and escaped the crash "without even a bruise."

The 23-year-old student walked about a third of a mile to a farmhouse and called university officials. "I wasn't sure who to contact, so I called UND and let them know what had happened," he said.

When the plane crashed, an automatic distress signal was set off. Another passing aircraft picked up the signal and the Clay County Sheriff's Department in Moorhead, Minn., was notified about 5:30 p.m.

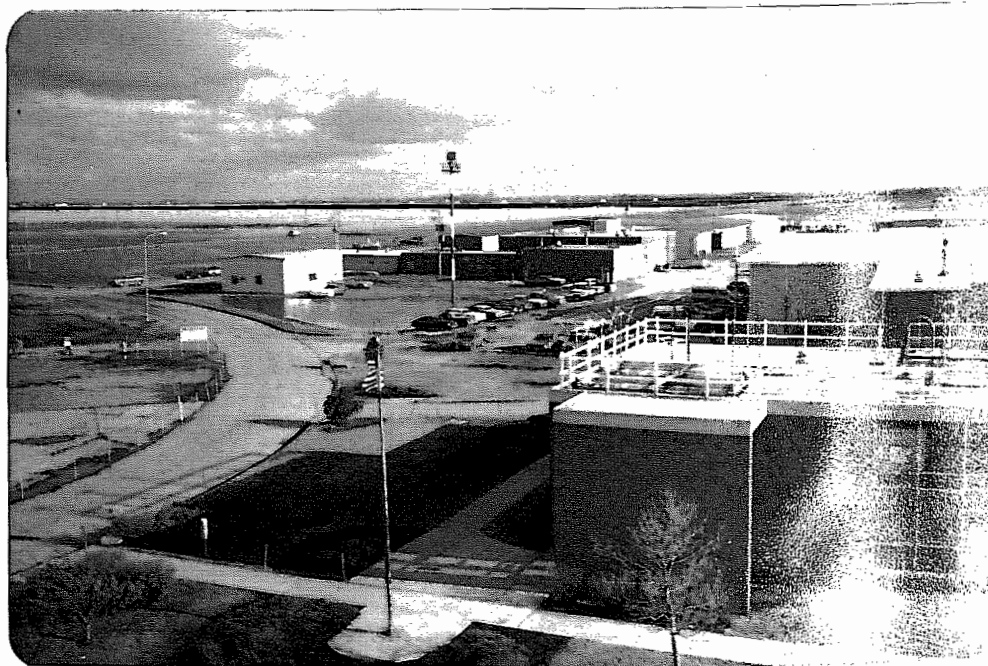
Martinson said he had flown to Minneapolis earlier in the day to visit his parents. He left the cities about 3:30 p.m.

He believes the plane crashed because the engine iced up. He was flying at about 4,500 feet when problems first developed. "I turned into the wind so I could land," he said. "Then I got it going again so I turned around."

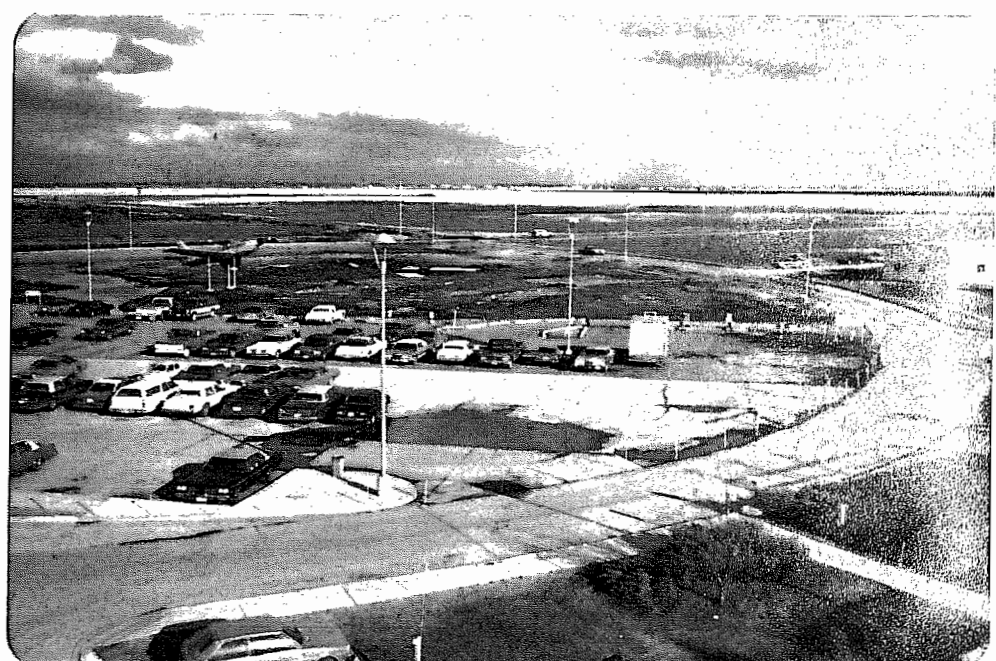
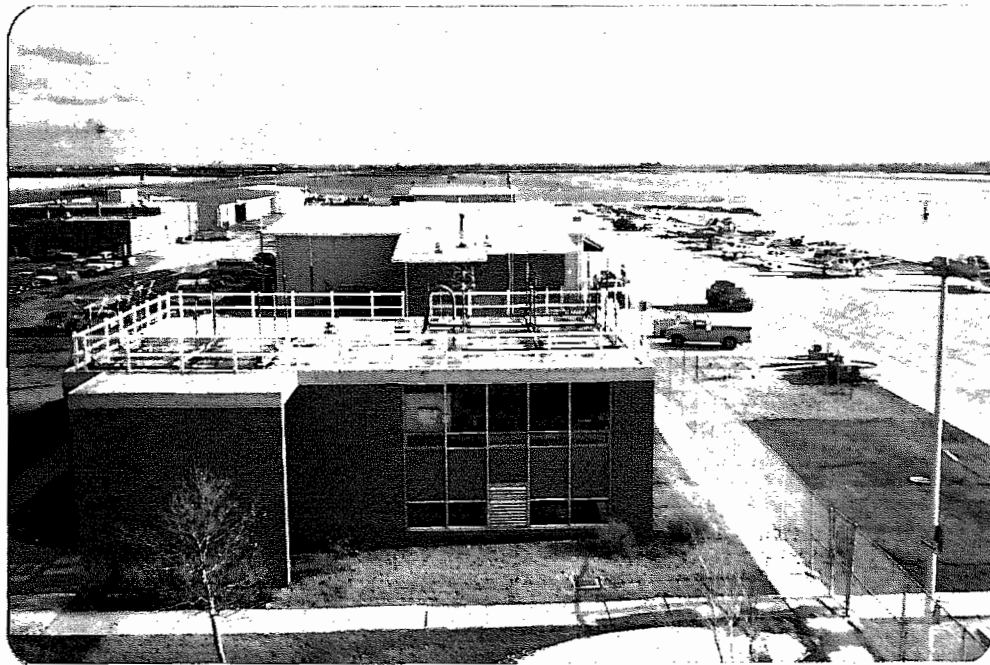
The engine then quit completely so Martinson coasted to the field.

After being at the farm home for awhile, Martinson said he walked back to the aircraft to shut off the automatic distress signal. However, he said he was unable to shut it off. He said sheriff's officials found him about two hours later.

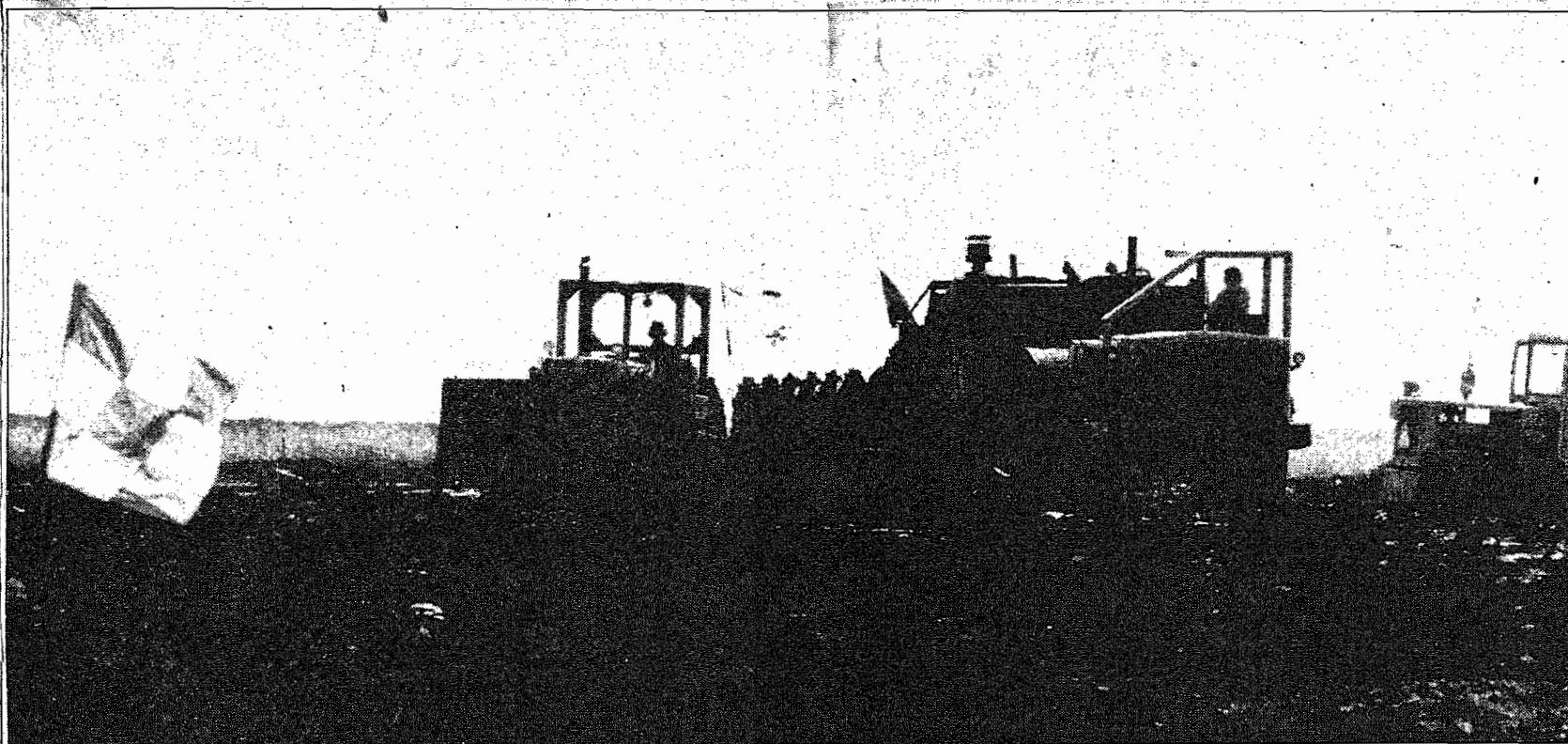
The plane belongs to the UND Aviation Department.











HERALD PHOTO BY RON SMITH

## And may the best monster win . . .

The track was a tad muddy, but it didn't seem to slow these big guys down. Looks like they are having quite a go of it, racing for that checkered flag. Actually, the earthmovers are hard at work out

at Grand Forks International Airport — racing against the snow and frost, not each other.

8-14-79

### FAA grounds all 354 air taxi lines 8-9-79

The Federal Aviation Administration has ordered 354 of the nation's 3,847 air taxi and commuter lines to keep their planes on the ground because they have failed to meet a deadline for submitting upgraded pilot training and maintenance programs to the government. It was learned that many of the so-called air taxi services which did not meet the Aug. 1 deadline for submitting new upgraded plans were not actually air taxis at all. Government sources said that private pilots who owned planes, mainly for their own pleasure, had listed their aircraft as taxis, declared that they had lost money and received income tax breaks.

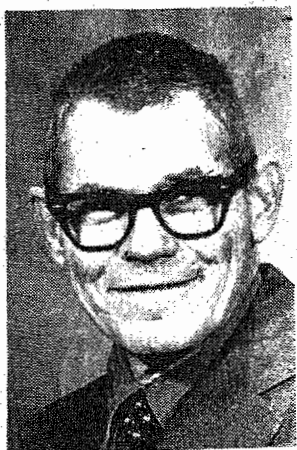
### Barnum services set

Funeral services for Elton Lee Barnum, 61, 703 Park Drive, will be at 10:30 a.m. Friday at the Norman Funeral Home, Grand Forks. Burial will be in Memorial Park Cemetery, Grand Forks. Visitation will be after 4 p.m. Thursday at the funeral home.

Mr. Barnum died of an apparent heart attack Monday at The United Hospital.

He was born on March 17, 1918, in Brooklyn, N.Y. He received degrees from Allegheny College, Pa., and New York University, N.Y. During World War II he served as civilian chaplain at Fort Sill, Okla. He then served parishes in Pike County, Ky., New York City, Indiana, South Dakota, Washington and Montana. He then became a flight instructor in Rapid City and Sioux Falls, S.D. He was chief flight instructor for Kundert Aviation, Fargo, prior to 1969 when he moved to Grand Forks where he was chief flight instructor at the University of North Dakota. He currently was associate professor of aviation at UND. He married Deloris Lee Winham on June 6, 1951, in Mt. Vernon, Ind.

Mr. Barnum was advisor to Alpha Eta Rho, coach and advisor to the UND flight teams, a member of the Board of Directors for the Citizens Scholarship Foundation, a past director



Elton Lee Barnum

of the Lions Club and a member of the Soaring Society of America. He served as stage manager and second violinist with the Grand Forks Symphony.

Survivors include his wife; two sons, Lee, Grand Forks, Steven Lee, Albuquerque, N.M.; three daughters, Mrs. Laura Cornelius, Parker, Ariz., Mrs. Arlene Gillis, Grand Forks Air Force Base, Merrill, Grand Forks; and his mother, Mrs. Winnifred Ogg Barnum, Paramus, N.J.

Pallbearers will be John Odegard, George Hammond, Les Severance, Don Smith, Jack Miller and Dewey Berquist.

The family requests that memorials be donated to the Grand Forks Symphony. 8-31-79

### SECTION-A CALL FOR BIDS FOR RESTAURANT & BAR CONCESSION GRAND FORKS INTERNATIONAL AIRPORT

Notice is hereby given that sealed bids will be received by the undersigned until 10:00 A.M. on Wednesday, Sept. 5, 1979 in the office of the City Auditor in the City Hall in the City of Grand Forks, North Dakota 58201.

Each bid must be submitted on blanks furnished by the Airport Manager and must be accompanied by a certified check in the amount of \$50.00, payable to the City of Grand Forks as a guarantee that the bidder will enter into a contract as the Restaurant & Bar Operator in case contract is awarded, the \$50.00 check to be retained by the City as liquidated damages if successful bidder fails or refuses to enter into a contract when requested to do so, and/or if all the requirements as set forth in the contract documents are not fully complied with.

All bids must be submitted in a sealed envelope upon which there is typed or printed the following information: "Bid on Restaurant & Bar Concession" — Grand Forks International Airport and the name of the person or firm bidding.

Bids will be taken under advisement and the award of the contract, if awarded, will be made within thirty (30) days after the date of opening the bids. The successful bidder for the concession shall be required to put up a Surety Bond in the amount as stipulated in the restaurant operator requirements within ten days after notice of the acceptance of his bid. If such Surety Bond is not so furnished, the concession may be let to the next highest bidder; and if there is no other bidder, to some other party.

The City Council reserves the right to reject any or all bids or to waive any informality in the bids received and to accept any bid deemed to be most favorable to the interest of the City of Grand Forks.

Copies of the Contract documents may be seen or obtained at the office of the Airport Manager, Grand Forks International Airport, Grand Forks, North Dakota.

DONALD O. TINGUM  
City Auditor

(SEAL)  
(Aug. 24, 29, Sept. 4, 1979)



## Grand Forks 10-14-79 airport gets state grant

The North Dakota Aeronautics Commission has distributed \$500,000 to the airports in the state which are served by commercial airlines.

Under a new state law, the amount each airport receives is based on the number of passengers who board at that site.

Grand Forks International Airport received the third highest sum — behind Fargo and Bismarck. Its grant totals \$90,500.

The Devils Lake airport received \$25,000, the same as Dickinson, Jamestown and Williston. Bismarck received \$113,500, Minot \$61,000 and Fargo \$134,900.

The Legislature appropriated \$1 million from the general fund for assistance in the 1979-81 biennium. Another \$500,000 will be distributed in October of 1980.





HERALD PHOTO BY JOHN STENNES  
The small plane ended belly down in a ditch after skidding across a field following its crash.

## Small plane crash hospitalizes four

A plane crash south of Grand Forks International Airport Sunday night resulted in injuries to four persons from Oshkosh, Wis.

According to Lee Graf, air traffic controller on duty at the time of the crash, the plane came down about 1 1/4 miles south of the runway on County Road 4 — the Demers Avenue extension.

The plane skidded about 100 yards, crashed through a fence and came to rest upright in a ditch about 1 mile south of Highway 2.

The accident occurred at 7:50 p.m. Pilot Lee Burton, 38, his wife, Victoria, 35, his daughter Kelly, 15, and Lon-neckie Van Vesson, 18, a foreign exchange student from The Netherlands, were in satisfactory condition at The United Hospital this morning with lumbar compression fractures.

Graf said visibility at the time was 5 miles, with a 300 foot cloud ceiling. The plane, a Beechcraft Bonanza, was making an instrument landing approach. Graf never saw the plane, he said.

— Jack Peckham

## Airport wants big machine to blow snow

By Sue Ellyn Scaletta  
Herald Staff Writer

A City Council committee Monday recommended the purchase of a \$145,000 rotary snowblower for Grand Forks International Airport.

The public safety committee's recommendation will be considered Jan. 21 by the full council.

Airport manager Norman Midboe said the machine would clear runways of snow in one-third the time of present equipment. He said it also would blow the snow further away from the runways.

"FAA regulations don't permit planes to land with snow wind-rowed along the runway," he said.

City director of administration Robert Simons asked if the proposed machine had any other purpose. Told no, he questioned the wisdom of investing so much money in a machine "that you'll only use about five months of the year, and then not every day."

Midboe said the machine would last at least 20 years. "And the airport is growing, we are constructing new runways. I feel we would get our money's worth."

## Airport piled high with suitcases, skis, boxes...

# Blizzard builds up excess baggage

By Tina Evans  
Herald Staff Writer

After the first blizzard of the season kept airline passengers on the ground, the Grand Forks International Airport terminal was piled high Tuesday with suitcases. And skis. And guitars. And boxes.

John Goetz, transportation agent for Northwest Airlines, said most of the excess baggage that filled the airport baggage area belonged to passengers that had been delayed in Minneapolis because of cancelled flights.

"Sunday when flights were cancelled because of the storm, people were left in Minneapolis when their other flights were delayed," he said.

"Most baggage is supposed to arrive when the passenger does, but we can carry a lot more bags than people in a plane, so most bags get put on the first available flight to their destination. When flights get cancelled, some bags arrive before the passengers."

He said Northwest had one flight out Sunday morning and the remaining four flights were cancelled until Monday afternoon.

Goetz said Northwest returns the delayed and lost baggage to the passengers at their own expense, either by airport limousine or bus unless the passenger wishes to pick it up. If bags are lost, he said, Northwest reimburses the passenger for up to \$750.

Jim Butala, station manager at Republic Airlines, said seven Republic flights were cancelled, five on Sunday and two on Monday. Three flights went out Sunday morning.

Republic also had some delayed baggage.

"We did have some, mostly from cancellations in Minneapolis," Butala said. "Usually the passengers arrive with their baggage, but sometimes on unusual occasions like this, the baggage arrives first."

He said Republic also returns the baggage at its own expense.

Frontier Airlines cancelled two flights, one Sunday and one Monday morning.

Gary Lee, station agent at Frontier, said the amount of delayed baggage was no more than any usual storm.

"When flights are cancelled for a couple days there's always a backlog. This weekend there was nothing more than during a usual storm, though."

Many passengers didn't see their baggage at all from Sunday to Tuesday. Ernest Nicholas, a student at the University of North Dakota, finally caught up with his suitcase, skis and guitar Tuesday after being delayed in Denver Sunday night.

After visiting friends in Denver, he said, he was supposed to fly directly to Grand Forks. Instead, he had to fly to Minneapolis and take a bus to Grand Forks.

"You should have seen all the people in Denver," he said. "They couldn't put us up in a motel because all the motels were full. I was lucky I got a flight out of there."

## FAA orders changes on DC-10s

The Federal Aviation Administration ordered on Saturday that airlines operating DC-10 jetliners make changes intended to prevent the type of crash that killed 273 people in Chicago last year. The FAA order would require back-up systems to monitor aircraft equipment. The order mandates that DC10s have two independently powered computers to keep track of wing slats. It also calls for installation of device that shakes the control stick of the aircraft to warn if the plane is in a stall.

## Aviation student honored

Joan McQuade, Bismarck, has been named student of the month by the University of North Dakota aviation department. The department's flight instructors honored McQuade for her flight training work.

In other action, the council:

• Approved an ordinance to allow one-hour parking on sections of DeMers Avenue now restricted to half-hour parking.

• Approved purchase of a \$145,000 rotary snowblower for use at the airport. An application will be submitted for a federal grant for 80 percent of the cost.

• Referred for committee review questions about the city's snow emergency ordinance and snow removal on bus routes.

## Funds for airport are approved

The U.S. Department of Transportation has approved \$345,000 in federal funds for three projects at Grand Forks International Airport.

About \$116,000 of the money will apply toward purchase of a new rotary snowblower that will triple

the speed of clearing runways. Other projects funded by the money include new runway lighting and taxiway construction.

The federal money will pay for 80 percent of each project, according to airport manager Norman Midboe.



# Air fares going up; passengers are not coming down

By Marilyn Hagerty  
Herald People Editor

Three increases since last September have hiked air fares by 16 percent. In the past year, fares have zoomed up by 35 percent.

But people are still soaring out of Grand Forks at the same clip as ever.

"In fact," says Lois Nicholson, manager of Travel and Transport travel agency, "we don't even seem to have a slack time. It seems this winter, people are willing to leave their cars at home."

Mark Gullickson, owner of Champeau-Gullickson travel agency, says, "Quite frankly, it surprises us. Travel is on a par with the previous year — even on an increase."

The travel agencies and the airlines here have noticed a big switch to buying tickets in advance. People are very interested in getting excursion or other discount rates.

But let there be a blizzard or a cold snap, and the telephones start ringing.

"We had several people call up and ask for a one-way ticket to Phoenix — that was their line — when the first storm hit here on a Monday," says Mrs. Nicholson.

When the weather is really terrible, there are plenty of people who come forward. They call the travel agencies and ask, "Can you get me out of here? Anywhere. I don't care what it costs."

That's part of the fun and the pressure under which the travel planners work.

"We always have the feeling we want everything to go well for people," Mrs. Nicholson says.

The bulk of the travel out of Grand Forks airport during the week is businessmen carrying briefcases and suitcases.

Now the Christmas travelers have come and gone. Winter travel is picking up as couples jet away to their condominiums in the south or on junkets to Hawaii or Acapulco.

It looks as though boardings this fiscal year will surpass those of the past year. According to acting airport manager Norman Midboe, that number was 89,619 for the year ending June 30, 1979.

Each year, the number of boardings grows. It was 84,436 the year before, and 82,298 in the year ending June 30, 1977.

When he looks way back in airport records, Midboe finds boardings were 24,623 in fiscal year 1963-64 — the first year the present airport was occupied.

What's ahead?

Midboe thinks it's difficult to say. "With deregulation of air carriers, a lot of things could change. Airlines could pull out. Commuter lines could come in."

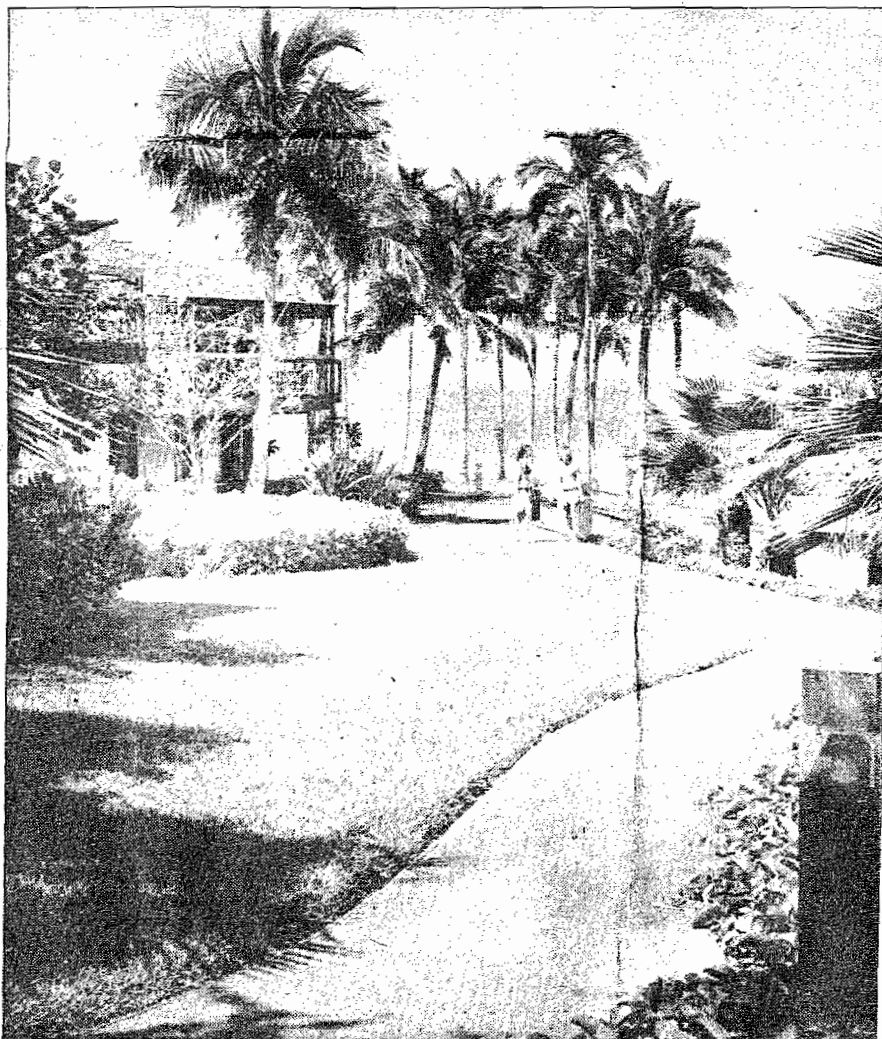
As it is, there are 12 flights in and out of Grand Forks International Airport each day. Airlines serving the city are Northwest Orient, Republic and Frontier.

Most of the flights are in the middle of the day, and at times the airport here is more crowded than the streets of Hong Kong.



HERALD PHOTO BY VICKIE KETTLEWELL

Lesley Nelson, a junior at the University of Arizona in Tucson, has discovered the best way to travel is comfortably and casually. She boarded a plane here last week in western boots, jeans and a white sweater with a cow neck-line under her jacket. She carried a canvas bag onto the aircraft.



## Where are they going?

# On a cold day: 'Just get me out'

Florida and Hawaii are favorite destinations for people getting away from here this winter, says Lois Nicholson of Travel and Transport.

"There are getting to be more condominium owners here who fly to their places once or twice a year and rent them out the rest of the time.

"Mexico is popular. There's a lot of Las Vegas jaunts by people who just want a winter break."

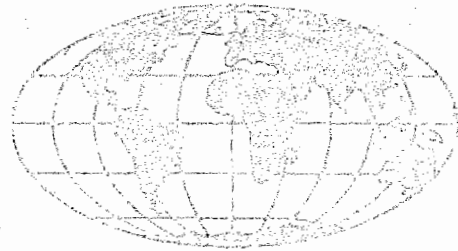
At Champeau-Gullickson, Mark Gullickson says Las Vegas is still the all-time bargain.

"The prices are reasonable because there are so many charters. You can get on one of them for \$219 up to \$269 for three or four nights."

Other best sellers are charters to Hawaii. Gullickson says there are some for \$600 to \$650 a week.

"We haven't had as many people inquiring about winter cruises. They're booked so far ahead of time. In fact, they fill up about the time we're harvesting here."

At Brekke Travel, where business has been built on charters, Kris Brekke says,



whole thrust of our business is changing to group flights. We will continue to specialize in summer groups to Norway and winter trips to Hawaii."

With the group flights, it's the same story: The price is up. The cost of seven night tours to Hawaii which were \$519 out of Fargo last year are \$639 this year.

So the travel planners scrounge.

"We have found we can save up to \$60 out of Winnipeg," says Brekke.

"Air fares are tied in with the price of jet fuel," he says. "The oil shortage puts the squeeze on everybody — especially in a business like this which is discretionary."

With guarded optimism, he says "I



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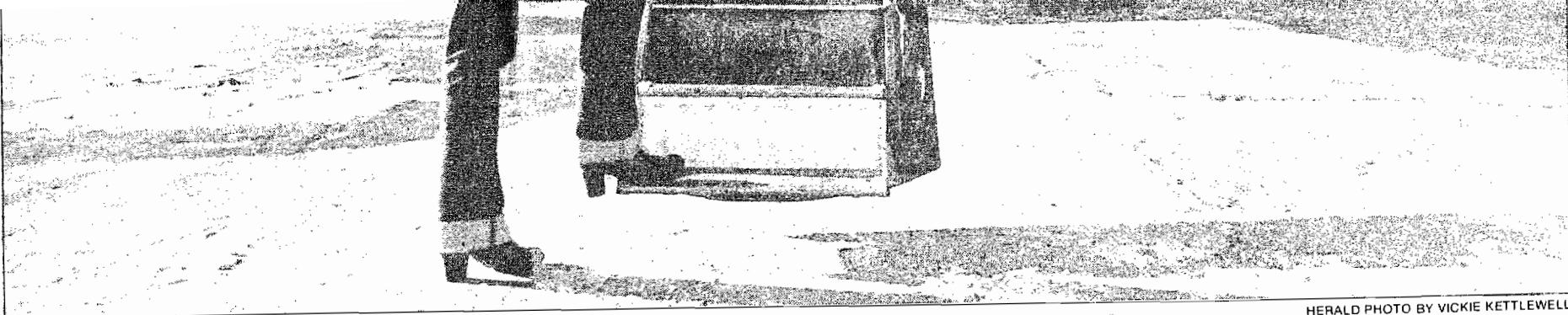
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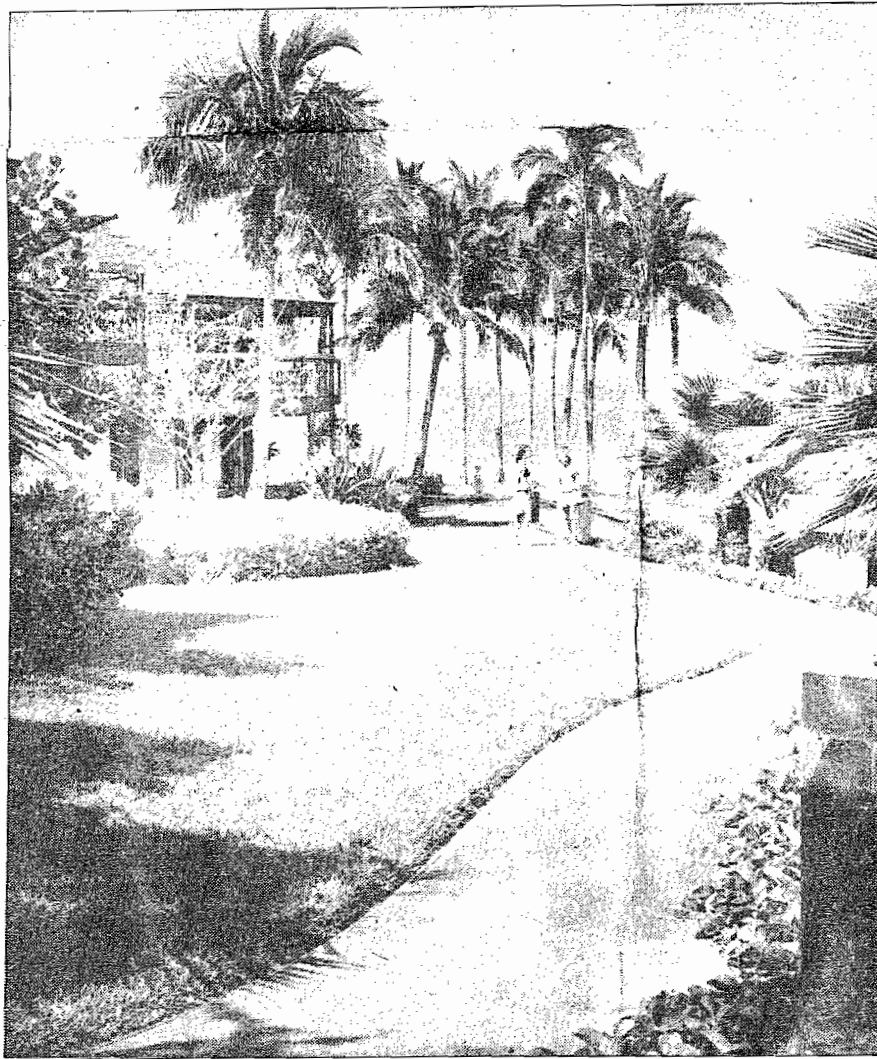
The reason for the bunching up, Midboe says, is competition and a timing to make connections.



HERALD PHOTO BY VICKIE KETTLEWELL

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'Fly me to Hawaii'

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"Air fares are tied in with the price of jet fuel," he says. "The oil shortage puts the squeeze on everybody — especially in a business like this which is discretionary."

With guarded optimism, he says, "I think people will continue to travel as long as they have some disposable income."

## What are they carrying?

# Vinyl that cracks, wheels that stick are luggage problems



HERALD PHOTO BY VICKIE KETTLEWELL

A Northwest employee lifts a sturdy pullman style suitcase off a plane.

Suitcases with soft sides. Suitcases with hard sides. Suitcases with little wheels and a leash to pull them by.

Suitcases of canvas. Suitcases of vinyl. Suitcases of light aluminum.

They are all checked through at the three airlines serving Grand Forks International Airport.

Although it's not strictly enforced, the airlines allow three pieces of luggage per ticket — including the piece the passenger can carry on the airplane.

And whatever is carried on the plane from the airport here must go through a security inspection. It's done by hand by six women hired by the airlines (through Pinkerton Agency). There are no automatic eyes here like those in the large airports.

That means, the inspectors went through the purses, briefcases and suitcases of 89,619 people last year.

"We wash our hands a lot," says Helene Rodningen, the supervisor.

There's no telling what the inspectors will find when they put their hands into bags to make sure no weapons are carried aboard the airplanes.

Lately it's been a lot of lefse. Often it's dirty clothes.

Sometimes it's sausage with a strong smell of garlic.

And once a man came through carrying a giant sunflower. Roots, stem and all.

People wrap and pack and tie things up to carry on board the planes here. It would be better, the inspectors say, if they waited until they get out to the airport to finish tying up the packaging. "We have to undo it all anyway."

Looking through women's purses doesn't have the same appeal to the inspectors that it does to a curious two-year-old. They've seen everything.

"Most people carry about twice as much stuff as they need," says Ms. Rodningen. She has found when she travels she can take about half of the things out and not have her purse be such a burden over her shoulder.

While many people are lacking in savvy about packing, there are others who go through the gate here with good ideas.

"One fellow who comes through here fairly often rolls his underclothes up in a roll for each day. He has his t-shirt rolled around his socks and shorts. He puts the long slender rolls right in the middle of his suit carrier. You can tell at a glance just how many days he's going to be gone."

Some people like the newer soft-sided luggage because it's lighter to carry.

The people who handle luggage for the airlines would like to see something more sturdy. They know once it's ticketed, the suitcase will be dropped down chutes and joggled along conveyors before the passenger sees it again.

That is, if the passenger sees it again.

While luggage is rarely lost, it is often delayed.

Lois Nicholson of Travel and Transport here says she tells her clients to have night clothes and cosmetics in their carry on luggage. That way they can spend a night comfortably... just in case their luggage is delayed.

People in the travel business have definite ideas about luggage:

"I like the soft bag," says Kris Brekke of Brekke Travel. "It seems to be easier to carry. It's light. Of course, you have to avoid carrying breakable things."

"The whole idea is to go light. Heavy luggage is like a ball and a chain."

Howard Peterson, manager of Northwest Airlines here, looks at luggage from the standpoint of employees who handle it. He likes the better types of luggage. "The hardside magnesium shell with the fiberglass cover is stronger but as light as aluminum."

"The trouble with about 90 percent of the bags is they are paper or vinyl covered over flimsy aluminum frames. And they're too soft."

Mark Gullickson of Champeau-Gullickson travel agency carries hard sided luggage when he travels. And he carries a large suitcase. "I'd sooner deal with just one bag than a number of them."

Those who carry the soft sided bags should pack them so they are tight with no empty corner to get caught during transfers. Those who have suitcases for wheels should be sure the wheels retract well enough to keep from getting caught and damaged.

Some travelers keep their clothing neat by packing it between layers of plastic.

But all the care in the world isn't going to keep a vinyl covered suitcase from cracking in the extreme cold weather, the baggage carriers say. "It doesn't take very long."

It happens all the time. And the baggage handlers say there's no way to avoid it — your luggage will be exposed to extreme temperatures.

The word is the same from travel agents: your luggage will be in for some rough treatment. It should be sturdy. It's going to be grabbed a lot, so it needs good handles, too.



## Direct flights

# Airline route to Bismarck could be lost

By Lucy Dalglish  
Herald Staff Writer

Direct daily airline service between Grand Forks and Bismarck apparently could be discontinued after 1982 if a chain of events predicted by state and area officials happens.

The key to the situation is a Civil Aeronautics Board decision about daily service to Devils Lake, N.D.

Currently, Republic Airlines has two round trips daily connecting Bismarck and Grand Forks with Devils Lake as a stopping point. But a November 1979 decision by the CAB requires only one round trip weekdays and one round trip on weekends to service Devils Lake.

The CAB does not require service between Bismarck and Grand Forks because of low passenger traffic between the two cities, according to Harold Vavra, director of the North Dakota Aeronautics Commission.

The Devils Lake Airport Authority says it needs two flights each day and has appealed the CAB decision, Vavra said.

Vavra said the CAB used 1978 figures when determining the number of flights to require. But the number of passengers using air service in Devils Lake increased 62 percent from 7,720 in 1978 to 12,509 in 1979, justifying two round trip flights each day, he said.

The appeal also asks for 36 seats on each flight instead of the 26 the CAB has guaranteed, Vavra said.

Supporters of the appeal say it is a preventive measure to assure Devils Lake of airline service after 1982. In that year, Republic Airlines, Devils Lake's only carrier, is scheduled to lose a federal government subsidy for its Grand Forks-Devils Lake-Bismarck route.

Ken Leigh, executive officer of the Grand Forks Chamber of Commerce, predicted Republic will pull out of Devils Lake when its \$4 million annual federal subsidy runs out.

Leigh is a member of Gov. Arthur Link's commission on airline service for North Dakota cities.

Vavra said Republic has not petitioned to discontinue the flight.

Walt Hellman, director of public relations at Republic, said the airline has no plans to pull out of Devils Lake.

But Leigh said, "I'll predict that they will."

Leigh said one basis for his prediction is Frontier Airlines' petition to discontinue service to Williston, N.D.

Vavra said the air deregulation act of 1978 assures Devils Lake of daily service until 1983, but after that, all subsidized routes, such as Devils Lake, are up for grabs.

The governor's commission is fighting to make sure air service to small cities in North Dakota is kept.

"If there's no flight out of there (Devils Lake) the people must come to Grand Forks," Leigh said.

Devils Lake is about 90 miles from Grand Forks.

Republic currently flies the only round trip direct route between Grand Forks and Bismarck, a spokesman for the airline said.

Frontier Airlines has connecting flights through Fargo which can move passengers between Grand Forks and Bismarck, but a spokesman for that airline said returning passengers to Grand Forks would have impractical long layovers in Fargo.

While it's good to have direct flights between Bismarck and Grand Forks, Leigh said, Devils Lake is in a more serious position than the other two cities because the Republic flights are that city's only air connections.

Bismarck and Grand Forks have other flights to major cities each day, Leigh said. But he added that most Devils Lake passengers are not going to Bismarck; they're going to Denver or Minneapolis.

If passenger traffic increases between Bismarck and Grand Forks by 1982, Leigh said, a commuter airline probably would start a Grand Forks-Bismarck route if Republic pulls out.

Currently the only time there is significant passenger traffic between those two cities is during a legislative session. The North Dakota Legislature usually meets for about three months every other year.

## Pilot makes emergency landing

BRAINERD, Minn. — A University of North Dakota student whose light plane made an emergency landing about 2:30 p.m. Thursday on frozen Grave Lake near here was later rescued by a Minnesota National Guard helicopter crew.

Gwen Bjornson left Grand Forks Thursday morning in a rented plane for a flight to Brainerd when she became disoriented, according to the Guard.

Bjornson called other pilots for assistance and was being guided back on

course when the plane ran out of fuel. She made an emergency landing on the lake 15 miles east of Brainerd.

A Guard helicopter en route to Camp Ripley from St. Paul picked up her distress call, then searched lakes in the Brainerd area until locating Bjornson's aircraft in a remote corner of the lake.

She spent more than an hour in the woods seeking shelter from the cold but was unharmed and continued on her way after refueling. 2-29-80

## Aviation department gets research money

The University of North Dakota aviation department has been awarded a \$1.6 million federal contract for weather modification research.

The Water and Power Resource Service continuing contract, now in its second year, provides for the study of downwind effects of high-altitude weather modification.

The use and benefits of a high-performance, high-altitude aircraft for cloud seeding also will be studied, according to Patrick Brady, the aviation department's research director.

Weather modification studies have been a part of the UND aviation program

for some years, Brady said, but he added that research into downwind effects of cloud seeding has become a primary research goal.



This Beechcraft Baron is used as an air ambulance. The four back seats pull out and are replaced by litters and brackets for medical equipment. Executive Air East is contracted by The United Hospital to fly patients to other treatment centers.

## Variety of businesses save time, money flying private

By Penelope DauBach  
Herald Staff Writer

Small aircraft are used for a wide variety of business purposes. The uses range from full charter service, to the transport of company executives, to lease back operations and to crop spraying.

Executive Air East Inc., operates a full charter service. Charter flights run the gamut from ferrying businessmen to and from meetings to air ambulance service for The United Hospital.

The plane used for air ambulance, said vice-president and manager John Garbrick, is a Beechcraft Baron six-seater. The plane normally is used for regular charters. When United requests air ambulance service, the four back seats are pulled out and replaced with litters and brackets for medical equipment.

The plane can travel to Bismarck in about 50 minutes or to Minneapolis in a little over an hour. All the medical equipment pertinent to patient care is provided by the hospital.

Transportation of executives also is a primary business at Executive Air. Garbrick said savings of both time and money draw businessmen to private chartering rather than to the commercial airlines or their own automobiles.

For some businesses, the savings advantages of flying themselves grow to the point where they want to own their own aircraft.

Minnkota Power Co. operates two fixed-wing planes and one helicopter. The helicopter, said Ray Schafer, head of Minnkota's aviation department, is used primarily for patrolling transmission lines. For emergency repair work, the helicopter also is used to shuttle repair crews out

to sites.

The two planes, an eight-passenger Piper Cheyenne turbo-prop and a six-seat Piper Aztec, primarily are used to transport staff people to other cities, Schafer said.

Minnkota flew about 1,000 passengers over 190,000 miles for a total of about 1,000 hours each year. The savings for Minnkota are in time and ease of scheduling.

"The main thing is convenience. You don't have to wait. An executive can be back home in an hour from an afternoon meeting in Minneapolis," Schafer said.

With enough passengers Minnkota saves money over the cost of a commercial airline ticket. "When we fly

down to Minneapolis we can break even on the cost with two passengers."

Savings is the reason E. Allen Johnson was hired to fly for the KAR Corp.

Johnson flies corporation staffers about 42 hours a month in a Cessna 414 Chancellor eight-passenger model. He takes people, "mostly to Montana, Canada, Minneapolis and South Dakota, with some trips to Dallas, Phoenix, Tucson and Iowa."

The corporation decided to use their own plane and pilot for convenience. "They can travel when their schedule requires it. They can come and go as they please and avoid baggage delays," Johnson said.

Though excluded by Federal Aviation Administration regulations from flying full charter service, Turk

Aviation Inc., operates a general aviation business.

Owner-manager Nick Turk said his Larimore, N.D., firm, handles some aircraft sales, but primarily operates a lease-back business. A four-seater, single engine Piper 140, owned by the corporation, is leased to the Larimore Flying Club.

Rather than owning their own planes, flying clubs lease to save money. "Clubs depend on membership. They can't have \$20,000 or \$50,000 tied up in aircraft unless they have a large membership or charge exorbitant fees. With lease back, the owner of the plane pays all the insurance and keeps the inspections up. The clubs then can survive on initiation fees and dues and don't over extend themselves," Turk said.

Turk Aviation operates

only single engine models and, by FAA regulation, is not allowed to operate as a full charter service. FAA regulations prohibit the use of single-engine models as charter aircraft. "I'd like to get into the full charter service, but the aircraft required by the FAA are too expensive," Turk said.

Agriculture needs also are met by general aviation. In the Grand Forks area three firms, Wood's Flying Service Inc., Jensen Airstay and Ryan Ag Service Inc., all provide farmers with crop spraying, seeding, defoliation and fungicide and insecticide application services.

Crop care from the air is efficient and cost effective for the farmers, said Loree Jensen of Jensen Airstay. Applications can be done no matter how wet the ground is and there is no of the damage resulting from

ground equipment passing over plants.

Robert Wood, of Wood's Flying Service, said charges to the farmer are based on the acre. The charges go up or down depending on what chemical is applied. Weed spraying application can cover 300 to 350 acres with one load of chemicals. But only 60 to 70 acres are covered per load when fungicide is applied to potato fields.

The crop spraying companies operate along the farmers schedule. They begin with the farmers in the spring, apply insecticide and fungicide through the summer and close the year with defoliation spraying of potato fields.

General aviation covers a lot of territory. The uses of the small aircraft range from plush transport planes to emergency medical transpor

## MONEY JUDGMENTS

Grand Forks County District Court

Richard McWaters vs. Leroy Aaker and Joyce Aaker (Richard McWaters awarded \$1,795.15)

Jon Knutson vs. Gary Jorandby (Jon Knutson awarded \$2,620.00)

Credit Management Inc. vs. Wayne Worden (Credit Management Inc. awarded \$909.61)

Credit Management Inc. vs. Myrtle Hartman and Catherine Hartman (Credit Management Inc. awarded \$543.93)

Credit Management Inc. vs. Melvin Frank and Patricia Lang Frank (Collection Management Inc. awarded \$998.90)

Credit Management Inc. vs. Richard Klindt and Bernadette Klindt (Credit Management Inc. awarded \$778.67)

Credit Management Inc. vs. Clyde Deleon and Dominga Deleon (Credit Management Inc. awarded \$1,789.99)

City of Grand Forks vs. Grand Forks Aviation Inc. (City of Grand Forks awarded \$3,465.21)



# Big aircraft nosing out industry's single-engine

By Lew Townsend  
Knight-Ridder Newspapers

WICHITA, Kan. — Detroit should have Wichita's problems.

Automakers are finding small is better — because of the fuel situation.

Without exception, Wichita's light-plane builders — Beech, Cessna, Gates Learjet — are experiencing just the opposite.

They all say, and their reported order backlogs support it, that they can't produce their biggest, most expensive and profitable models fast enough to keep up with demand.

However, at the same time, as veteran dealer-salesman Marvin Autry put it:

"The light single-engine airplane market is about dead. Anything that sells for under \$100,000, I'd say, is really hurting. Sales are real slow."

The mixed general aviation picture is expected to continue through much of this year.

Shipments of single-engine models, which consistently account for about 75 percent of all models built, fell 7 percent, or about 1,000 models, in 1979 compared with 1978.

The downturn will accelerate this year, plummeting another nearly 16 percent, or about 2,000 fewer models than last year's depressed level, according to the General Aviation Manufacturers Association.

The decline is seen by some as a harbinger of a recession in the in-

dustry, despite growing sales of larger models for company transportation and an emerging role in commuter airline production.

Single-engine aircraft sales traditionally have been the foundation for the industry's growth, a measure of newcomer interest in flying their own planes.

Despite the drop-off in sales of the smallest models, nothing really has changed the long-term growth outlook, Autry and others say.

Autry, president of Midwest Piper Sales and Flight Services asserted the decline was temporary, was caused by high interest rates, and would be reversed by August.

Most buyers of light single-engine

models, Autry said, "don't want to get locked in with high interest on financing" and are holding off buying.

Bob Lair, senior vice president-marketing for Cessna, the biggest producer of single-engine models, agreed high interest rates were a factor and that the decline would be reversed this year.

However, he also said that the overall decline was due more to sales and production manipulations than to any basic changes in buyer interests.

What happened in brief, he explained, was that Cessna loaded up its dealer-distribution system in both 1977 and 1978 with what were then newly introduced light single-engine models.

At about the same time, Piper Aircraft of Lock Haven, Pa., the industry's No. 2 producer of single-engine models, flooded its dealers with its then-new Tomahawk two-placer and other light single-engine models.

The overloading of the marketplace, coupled with actions taken early last year by Cessna, produced a built-in decline in 1979 that was "self-generated by the industry," Lair said.

Cessna's actions last year involved changes in its dealer requirements on how many new planes they must buy each year to remain a Cessna dealer.

Prior to the action, Cessna dealers were required to buy from the factory at least one new light single-engine model every year plus have at least

two on hand that are not more than three model years old.

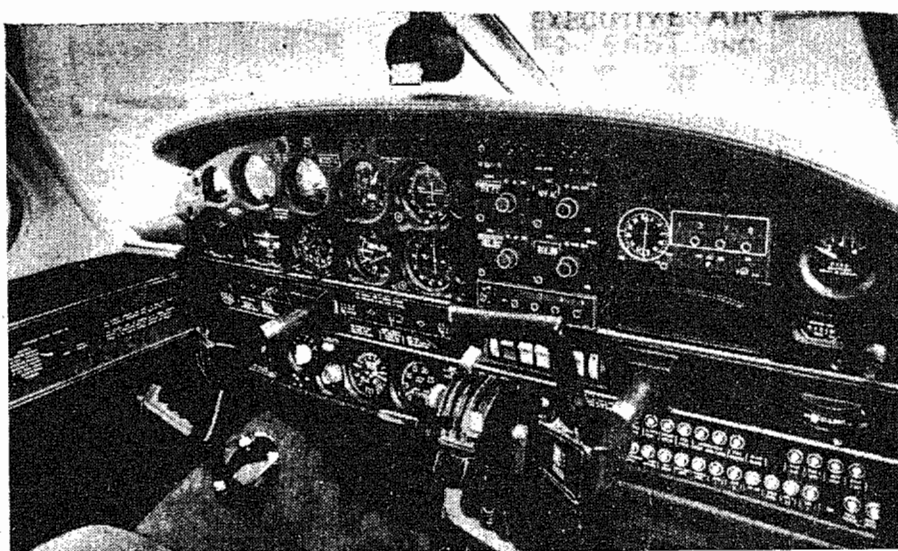
Lair said Cessna allowed dealers last year to bypass the requirement to buy at least one new light single-engine model.

"We took off the requirement to buy at least one new airplane and now the total (dealer) fleet is getting three years old or older and they're going to have to start phasing them out, or replacing them, with new airplanes," Lair said.

Lair predicted it may early summer before "we see the swing-around, because that will complete the year cycle." The reversal was expected to be at a gradual pace, he said.



John Gabrick, vice-president and manager of Executive Air East Inc., sells, charts, rents and services small aircraft. Sales of used planes, Gabrick said, are doing very well, while new planes sell in either the low price or the very high price ranges.



The operating panel of a small plane has become very complex with the addition of new equipment. Aircraft mechanics now train two to three years to learn to work of the complex equipment.

## Used aircraft sales are soaring

By Penelope DauBach  
Herald Staff Writer

It's a mixed market. Small inexpensive aircraft sell well, but so do the larger very expensive ones. But the biggest item, says John Gabrick of Executive Air East Inc., is in used aircraft.

Gabrick's firm, located at Grand Forks International Airport, sells, rents, services and charts small aircraft. His company owns planes, from a Lear jet down to a single engine model.

Gabrick, 45, formed the corporation in May 1979. He's a retired Air Force pilot and smiles when he talks about the benefits of general aviation and the fun of flying.

The market for new private aircraft, he said, is a double one now. Planes in the \$30,000 range are selling and so are ones in the \$150,000 to \$200,000 range. In between the two extremes sales are off.

But sales of used planes are doing particularly well. "For every new plane sold, 10 used ones are sold," Gabrick said.

But why buy your own plane or charter a plane and pilot rather than use the commercial airlines? Gabrick said the convenience of making one's own schedule plus large savings of both time and money draw people to general aviation.

"It's the low cost. You can get between seven and 10 gallons to the hour and travel about 130 miles to an hour. With 10 gallons to the hour with aviation fuel at \$1.63 a gallon you can go 130 miles for \$16.30."

The savings in time can be more important. The long drive to get to Minneapolis or Bismarck can be transformed into flights of just over one hour.

Gabrick said, Piper Aircraft has slanted its sales pitch around the time saving factor. Piper makes no claims that a light plane is cheaper than a car, but places stress on the savings of money through time. Use of a small plane, Piper ads say, can save the businessman who travels 40,000 miles a year by car 650 hours a year.

When it comes to the large, very expensive planes, the savings are tax credits in addition to time. A corporation, using investment tax credits, depreciation and deductions of operating costs and the expense of transporting executives, can own and operate a jet, "practically free," Gabrick said.

But it often isn't savings

alone that attracts buyers. They also get plain pleasure from owning and operating their own aircraft. The businessman who already knows how to fly and enjoys it is the one who most frequently purchases a plane and takes advantage of the savings. Rarely does a businessman figure out the economic advantages of flying

and then go buy a plane and learn to fly.

Operating a plane has become very complex in the past several years. Most aircraft, even the smallest,

now carry avionics equipment. The complicated, computerized navigational aids, along with other new pieces of equipment, have added greatly to the knowledge a mechanic now needs to know.

George Bean, chief of maintenance for Executive Air, said training for an aircraft mechanic now is so complex that it takes two to three years. Operating one's own plane requires either the services of a licensed mechanic or learning the knowledge and testing for the license.

The mechanic who begins with Federal Aviation Administration airframe and power plant certification can, after three years of working, test again for an inspection authorization license. The pass rate on these tests, Bean said, is only 35 to 40 percent. Licenses are renewed annually.

Gabrick, and his employees, make up the only fixed base operation in the Grand Forks area. They train pilots, sell, repair, fly charters and rent aircraft.

Business, Gabrick said, is doing well. Executive Air has sold several planes this year.

Though total small aircraft sales may be down nationwide, the market for used planes continues to grow. The savings of time and money along with the business tax advantages of operating a plane are drawing people to the market.



This Piper Arrow IV is one of the aircraft owned by Executive Air East. The corporation trains pilots, rents planes, charts, flies and also sells Piper Aircraft.

HERALD PHOTOS BY WICKIE KETTLEWELL



## UND, American Airlines in joint venture

# Pilot training program to take off

4-12-80

By Penelope DauBach  
Herald Staff Writer

American Airlines and the University of North Dakota are making a first-ever attempt at joint airline-university pilot training.

UND's aviation department is contracting with American to teach the airline's Federal Aviation Administration approved flight-engineering course.

The program will begin during the 1980-81 school year.

The new program will be a money saver for all concerned.

American will provide textbooks, workbooks, visual aids, mock-ups and a curriculum approved by the Federal Aviation Administration. All the materials used by American at its own training center in Dallas will be used by UND faculty.

Flight engineers are commercial airline "rookies." They fly as the second officer or as co-pilots for several years, then become captains, said UND aviation department chairman John Odegard.

Flight engineers must pass three exams — written, an oral and in-flight — to become certified. Six-week courses are run at



John Odegard: proud of selection

American's school to prepare pilots for certification.

A three-credit, one-semester course at UND will replace four of those training weeks at American's facility. Upon completion of the UND-American course, students will be able to take, "and pass" the written exam, Odegard said.

Should students decide to complete flight-engineer school, they will be able to attend school at American's \$80 million facilities.

"Through the American contract, students will be able to go through the Dallas program in two weeks," he said. "They'll

get simulator training and flight training and then can take the oral and in-flight exams."

And that's where the students save money. Don Smith, assistant professor of aviation at UND, said,

Odegard, "they'll be able to pick and choose from the cream of the crop and be selective in who they hire."

Odegard said American, like most other airlines, had adopted a hiring policy developed by United Airlines.

"The cost of finishing the Dallas program will be around \$5,000 — less than half the normal cost."

American will fill empty slots with UND students on a "space available" basis, Odegard said. Simulator and in-flight training on a Boeing 727 are prohibitively expensive, Smith said. Running the training programs at full capacity with UND students filling in empty slots will keep American's training costs down.

American also will be able to choose pilots to hire. No student participating in the joint training program is contracted to fly for American. "But," said

"They look at the economic point of view," he said. "They want to hire people between the ages of 21 and 26 who have a college degree and a strong aviation background. They want commercial instrumentation and multi-engine experience. They found the best, youngest people are more productive for a longer time."

Good pilots cost less money over the years, Odegard said. "The average pilot costs an average of

\$1½ million in recurrent training. But the sharp, above average pilot costs just less than \$1 million. They want young, bright, well-educated people to train their way."

And, Odegard and Smith agreed, working with UND is one way for American to find and hire those young, bright pilots.

Smith and Odegard beam with pride over UND's selection by American. "American came to us. They sought out affiliation with UND because they feel it's the finest aviation school in the country," Smith said.

In offering this new course to aviation students, UND is saving money. It's an expensive course, but with American providing teaching materials and

training UND faculty to teach the course, costs to the university are cut.

Odegard said dollar figures will not be available until negotiations are completed with American.

The program, Smith and Odegard said, puts a further stamp of approval on UND's nationally recognized aviation program.

## Airline asks for N.D. loan

4-27-80

BISMARCK (AP) — RealWest Airlines, a fledgling commuter air service, has approached the North Dakota Industrial Commission for a \$4 million loan to stay flying.

RealWest President Wayne Turner, Fargo, said last week that soaring inflation and aviation fuel costs threaten to ground the 10-month-old airline.

Turner said RealWest has also contacted private investors for financial support. "Otherwise, we may have to close down, because you need money," he said.

Gov. Arthur Link deferred action on RealWest's request until next week because two other commission members, Attorney General Allen Olson and Agriculture Commissioner Myron Just were absent.

Turner said RealWest will formally apply for a loan, grant subsidy or loan guarantee from the Bank of North Dakota at the next commission meeting.

The airline wants \$2.2 million to purchase two used Swearington Metro II aircraft, \$500,000 to operate the airplanes and \$50,000 to train flight crews.

In addition, RealWest asks \$400,000 to improve its hangar and office building in Fargo and \$700,000 to pay previous loans and accounts. The \$3.85 million request was rounded to \$4 million.

# Wessman: Eliminate car allowances

By Sue Ellyn Scaletta  
Herald Staff Writer

Mayor H.C. "Bud" Wessman wants to eliminate monthly car allowances paid to 21 Grand Forks city employees — including himself.

It is the biggest of several changes Wessman proposes in administration of employee expenses for the 1980-81 fiscal year.

The car allowances — about \$23,000 last year — are paid automatically to workers who drive their personal vehicles on city business. No vouchers or other justification are required.

Wessman proposes direct reimbursements of 20 cents a mile driven on city business and recorded on itemized mileage vouchers.

Wessman started examining the car-allowance system a week after assuming his mayoral duties last month. He asked all employees who receive a monthly car allowance to keep a log of all miles driven on city business for one month. He did the same.

"The mayor gets \$165 a month," he said. "From what I've recorded (in two weeks), I could justify maybe \$55 a month. The other mileage records also are running lower in most cases than the payments," he said.



Wessman

take them home at night, according to the city auditor and city department heads.

Wessman said that's all right — as long as the vehicles stay home once they get there.

"We don't have adequate facilities for all the city vehicles at night, anyway," Wessman said. "I'm not going to yell about the cars being taken home."

"But they shouldn't be used for trips to church or the grocery store. The mileage records will help us determine that city vehicles and fuel are being used only for city business."

Gasoline and maintenance for city vehicles are provided by the city.

"Maybe a lot of that sort of thing got by a few years ago when gas didn't cost much," Wessman said. "These days we can't afford to ignore it."

Wessman said some changes in travel expense payments are needed, too. City employees who travel on city business are reimbursed 20 cents a mile for in-state trips. Meals are paid by the city up to \$13 a day and hotel fees up to \$20 a day within the state. Actual costs of out-of-state travel are reimbursed.

Department heads and city employees attend conventions, educational seminars and conduct business out of town on behalf of the city. Funds for travel are budgeted for each department at the beginning of the fiscal year.

The City Council approves the budget — and later is required to approve each individual travel expenditure.

"That's a waste of time and effort," Wessman said. "Once the travel money is budgeted the department head should be able to approve the trips without another trip to the council. If they handle it badly or something and run out of money before the end of the fiscal year, I reckon they'll just have to stop traveling."

By May 13, 1980, the city assessor's office had spent \$2,189 for travel in the 1979-80 fiscal year. The municipal judge had spent \$2,189. About \$1,525 was spent by the engineering department for travel and \$1,064 by the water utilities department.

Travel for the auditor's office totaled \$860, police department \$811, fire department \$400, auditorium manager \$922, and data services \$125.

Wessman said he wants to figure the budget for 1980-81 on the basis of reimbursed expenses for uses of personal vehicles.

"I think a figure somewhere between what the car allowances were and the amount you can justify from the mileage logs would be realistic," Wessman said.

"I think the department heads would take care of approving the reimbursements, probably on a weekly basis."

City Auditor Donald Tinguum said budget requests for the upcoming fiscal year are running about 18 percent higher than last year's \$24.7 million budget.

"That's where we're starting from," Tinguum said. "Hopefully, we'll get it down."

City Planner Robert Bushfield has provided Tinguum with a revised capital improvements plan recommended by the City Council's capital improvements committee.

Bushfield said \$1.5 million in street improvement projects formerly scheduled for the coming fiscal year have been eliminated or moved back in the schedule. Bushfield said other recommended changes included rescheduling of some sewer separation projects and moving up repairs on the airport runway.

Tinguum and the mayor have to look at it, along with the general budget, before it can be determined if even the projects left in the plan can be built this year," Bushfield said.

Tinguum said he should have preliminary budget figures ready early next week.





Photography: Dean Hanson

Bombs away: A pilot let go of a wood block and streamer while flying at an altitude of 200 feet. The object of the contest is to hit a target on the ground.

## <sup>5-18-80</sup> *It's groundwork for pilots of the future*

By Bette Nowacki  
Herald Staff Writer

Those daring young men and women in their flying machines were more cautious than daring. Daredevil stunts were not the object.

Three hundred collegiate pilots flew into Grand Forks last week from 26 universities and colleges across the country for four days.

Safety and proficiency were stressed at the National Intercollegiate Flying Association air meet and safety conference. The event was held Wednesday through Satur-

day at Grand Forks International Airport and the University of North Dakota.

"All nine events have a meaningful reason behind them," said Hazel Jones of Dallas, one of the air meet judges. "There's practical experience to all we do."

The message drop, "lovingly known as the bomb drop," Jones said, alerts people in real-life emergency situations that help is on the way.

The object of the message drop contest is to hit a target on the ground with a wood block and

streamer while flying at an altitude of 200 feet.

Two messages are dropped on one pass above two targets.

The balsam block weighs 2½ ounces. In its hollow is the school's identification.

The target is a chalk "X" on a circular gravel bed. The bull's-eye is a tire resting against a wind sock.

The team members are the pilot and the drop master.

"More luck is needed for the drop than other events," said Alan Daves, a senior majoring in avia-

tion at UND. "There is less pressure."

He said practice still makes a difference.

Paul Pecha, a UND sophomore majoring in aviation, said his first air meet made him a little nervous even though he has been flying since he was 15 years old.

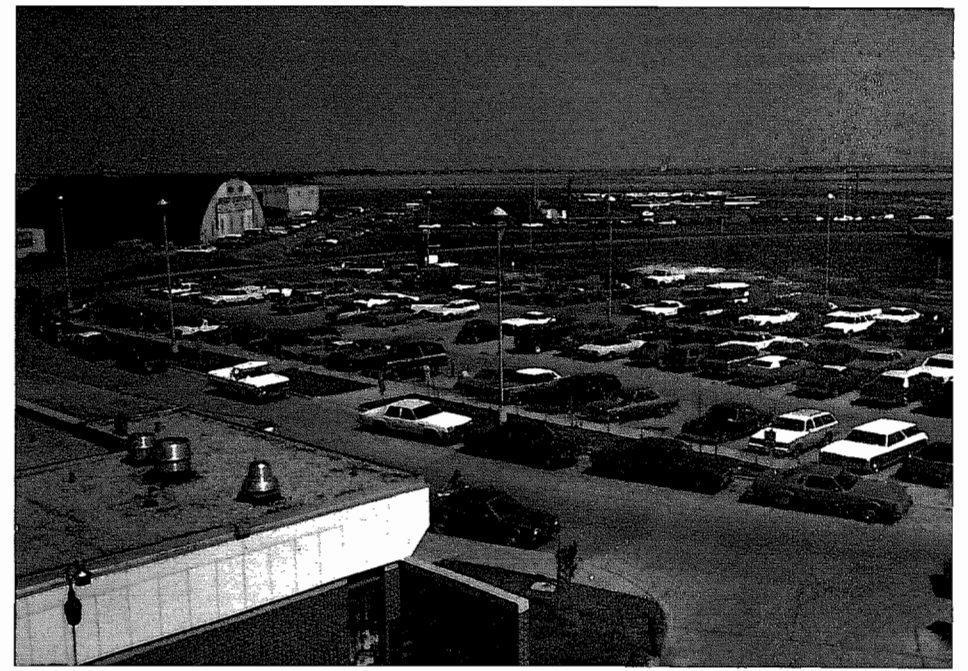
Contestants also competed in other flying events and ground events, such as detecting the bugs in a booby-trapped plane, or recognizing different aircraft as slides are flashed on a screen for three seconds.

Final results of the competition were not yet available.

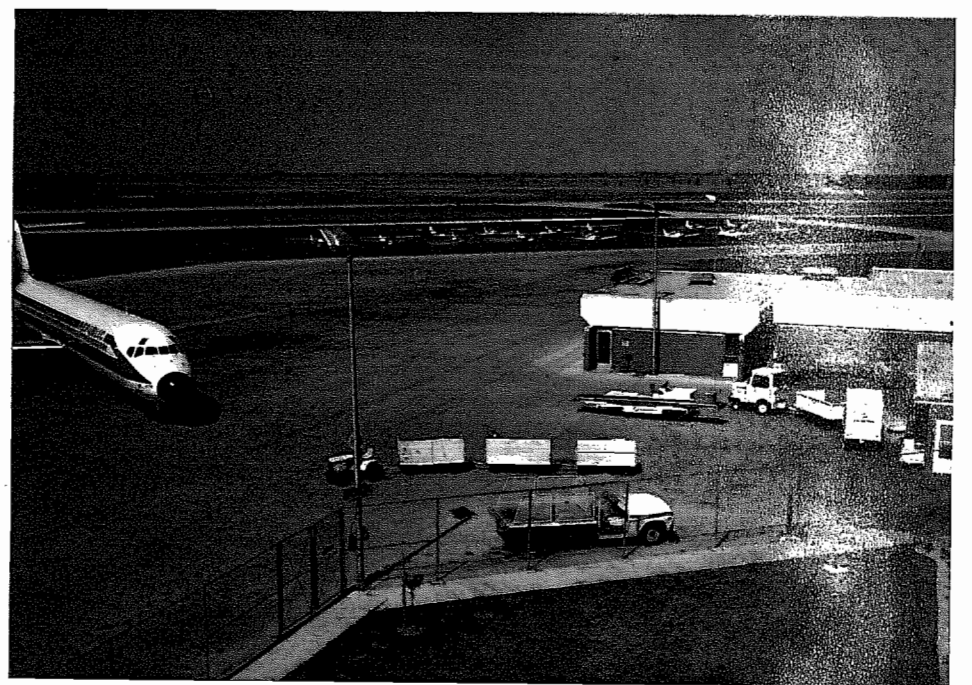
Recruiters from airlines and aircraft manufacturing companies watched the competition.

"We believe these people will be the airline pilots of the future," said Paul Barry, manager of flight administration for American Airlines. These young people are top-notch pilots."

John Odegard, chairman of the UND aviation department, said, "As you can see by the airline people here, (the contestants) are the cream of the crop. The airlines are doing the romancing."







# City wants to speed up airport terminal plans

By Sue Ellyn Scaletta  
Herald Staff Writer

The federal government has been asked to include \$2.5 million in its fiscal 1981 budget for a new passenger terminal and other improvements at Grand Forks International Airport.

Related projects would then be completed in three years instead of six, as now planned, according to Mayor H.C. "Bud" Wessman.

The money would help pay for a new aircraft parking apron, taxiways, service roads and other necessary support facilities for the terminal, according to airport manager Norman Midboe.

The city would pay \$500,000 of the estimated \$3 million cost. The city's \$500,000 share would come from Federal Aviation Administration money received by the airport.

The terminal building would be financed through revenue bonds, Midboe

said.

At Wessman's request, Sen. Milton R. Young, R-N.D., asked for the allocation for the airport.

Wessman wrote Young last week appealing for help in speeding up modernization of the airport.

"Lack of immediate federal funding would delay construction to the point where extensive repairs and replacement would be necessary to prolong the life of the existing (aircraft parking) apron beyond two or three years," Wessman wrote Young.

The apron is deteriorating because it was designed for aircraft weighing no more than 120,000 pounds and it was intended to be used for 15 years. It has been used by jetliners weighing more than 150,000 pounds, Wessman said.

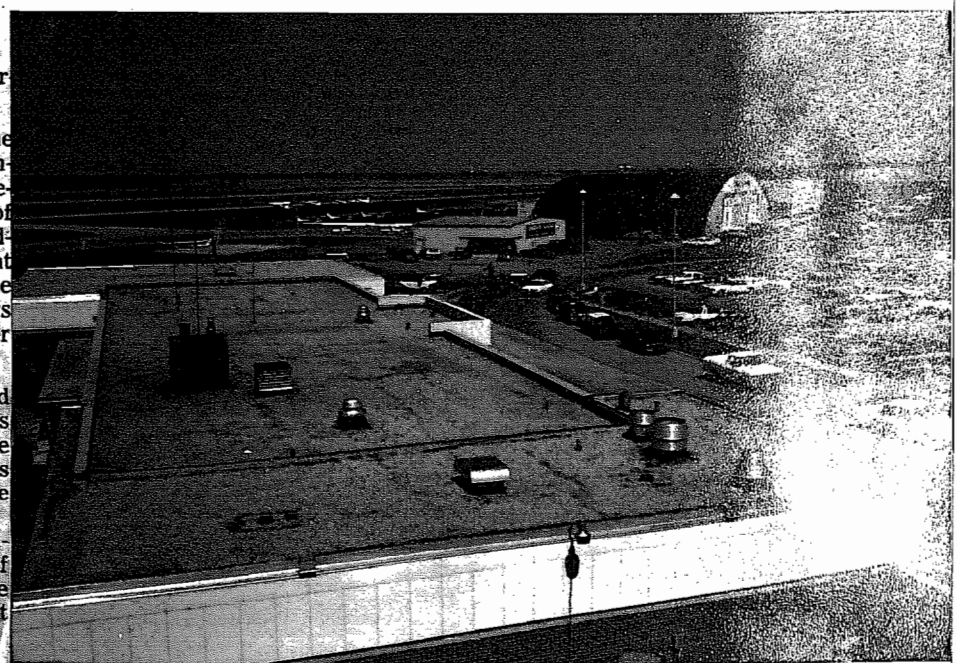
"When it was designed and constructed in 1963 projections showed that only aircraft weighing less than

120,000 pounds would be using the airport facilities," Wessman said.

About \$200,000 is included in the city's 1980-81 proposed capital improvements budget for temporary repairs to the apron. Ninety percent of the funding would come from the Federal Aviation Agency and 10 percent from airport operating revenue. The project was moved ahead two years because deterioration occurred faster than officials expected.

Wessman and Midboe hope to avoid more extensive and costly repairs that would be necessary to make the apron serviceable for six more years by speeding up construction of the new facilities.

Midboe said that if the appropriation is approved by the Department of Transportation, construction of the new terminal would begin in about two years.





# ADVERTISEMENT FOR BIDS HIGH INTENSITY LIGHTING & TAXIWAY CONSTRUCTION

NOTICE IS HEREBY GIVEN THAT THE City of Grand Forks, Grand Forks, North Dakota, will receive sealed bids for the construction of High Intensity Lighting and Taxiway Construction at the City Hall, Grand Forks, North Dakota, until two o'clock (2:00) p.m., August 1, 1980, at which time and place all bids will be publicly opened and read aloud.

Said improvements are to be constructed in accordance with approved drawings and specifications now on file at the office of the Airport Manager, Grand Forks, North Dakota. Copies of the drawings and specifications may be obtained from WEBSTER, FOSTER & WESTON, Consulting Engineers, 1616 Mill Road, Grand Forks, North Dakota 58201 upon deposit of \$40.00 for each set of documents. \$20.00 will be refunded to those who return the documents within ten days from the date of bid opening.

The approximate quantities of work and materials for construction of said improvements are as follows:

**SCHEDULE 1:** 39 EA. L-862 Clear/Amber Runway Edge Light (L-125), 32 EA. L-862 Clear Runway Edge Light (L-125), 16 EA. L-862 Red/Green Threshold Light (L-125), 18,500 L.F. L-824 No. 8, 5KV, Type C Conductor in Duct (L-108), 15,000 L.F. No. 8 Bare Counterpoise in Trench (L-108), 1,350 L.F. L-824 Conductor in Duct (L-108), 15,500 L.F. Trench and Backfill (L-110 and L-108), 16,150 L.F. 2" PVC Conduit (L-110), 16 EA. Hand Hole (L-110), 18 EA. Ground Rod (L-108), 15 EA. Duct Marker (L-110), L.S. Regulator Connections (L-109), L.S. Cable Removal, L.S. Existing Light Removal and Housing Abandonment, L.S. Spare Parts, L.S. Project Sign & Temporary Displaced Threshold Markings.

**SCHEDULE 2:** 350 C.Y. common Excavation (P-152), 2,510 C.Y. Embankment (P-152), 2,910 C.Y. Borrow Excavation (P-152), L.S. Drainage Structure Addition, 900 C.Y. Gravel Subbase (P-154), 5,615 S.Y. Subgrade Preparation, 1,800 Ton Bituminous Mixture (P-401), 108 Ton Asphaltic Cement for Bituminous Mixture (P-401), 520 Gal. Tack Oil (P-403), 36 EA. Aircraft Tie-Down Anchor, 360 L.F. Trench & Backfill (L-108), 360 L.F. L-824 Conductor in Trench (L-108), 85 L.F. L-824 Conductor in Duct (L-108), 360 L.F. Counterpoise in Trench (L-108), 85 L.F. Counterpoise in Duct (L-108), 84.5 L.F. 4 Cell Duct in Concrete (L-110), L.S. Painting (P-430), 40 MSF Topsoiling (T-905), 78 MSF Seeding (T-901).

Each Contractor who submits a bid must hold a North Dakota Contractor's License as provided by law, and such license must have been in effect at least 10 days prior to the date set to open the bids.

Each bid shall be accompanied by a bidder's bond in a sum equal to five percent (5%) of the full amount of the bid, executed by the bidder as principal and by a surety company authorized to do business in this state, conditioned that if the principal's bid is accepted and the contract awarded to him, he within ten days after notice of award, will execute and enter into a contract in accordance with the terms of his bid and a Contractor's bond as required by law and the regulations and determination of the governing board. This bond must be attached to the outside of each proposal as required by State Law.

Each bid is to be submitted on the basis of cash payment for the work and is to be enclosed in a sealed envelope addressed to the Mayor and City Council, City of Grand Forks, North Dakota.

The bidder must supply all information required by the bid or proposal form.

The successful bidder will be required to comply with all applicable Federal Labor Laws, including the minimum wage rates decision of the United States Department of Labor.

Bidders and sub-bidders are required to comply with Title 29, Code of Federal Regulations (1518, 36 F.R. 7340) promulgated by the United States Secretary of Labor, in accordance with Section 107 of the contract work hours and safety standards act, (82 Stat. 96) not requiring any laborer or mechanic to work in surroundings or under work conditions which are unsanitary, hazardous, or dangerous to their health and safety.

The City of Grand Forks, North Dakota, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit in response to this invitation and will not be discriminated against on the grounds of race, color, religion, sex, or national origin in consideration for an award.

A Contractor having 50 or more employees who may be awarded a contract of \$50,000 or more and sub-contractors having 50 or more employees and who may be awarded a subcontract of \$50,000 or more will be required to maintain an affirmative action program, the standards for which are contained in the advertised specifications. (41 CFR 60-1.40).

Contractor will be required to submit a certification of nonsegregated facilities from all subcontractors for subcontracts exceeding \$10,000.00. Contractors receiving Federally assisted construction contract awards exceeding \$10,000 will be required to provide for the forwarding of the following notice to prospective subcontractors for supplies and construction contracts where the sub-contracts exceed \$10,000 and are not exempt from the provisions of the equal opportunity clause.

NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

## NOTICE TO PROSPECTIVE SUBCONTRACTORS OF REQUIRE- MENT FOR CERTIFICATION OF NON-SEGREGATED FACILITIES

(a) A Certification of Non-segregated Facilities must be submitted prior to the award of a subcontract exceeding \$10,000 which is not exempt from the provisions of the equal opportunity clause.

(b) Contractors receiving subcontract awards exceeding \$10,000 which are not exempt from the provisions of the equal opportunity clause will be required to provide for the forwarding of this notice to prospective subcontractors for supplies and construction contracts where the subcontracts exceed \$10,000 and are not exempt from the provisions of the equal opportunity clause.

NOTE: The penalty for making false statements in offers is prescribed in 18 U.S.C. 1001.

The proposed contract is under and subject to Executive Order 11246 of September 24, 1965, as amended, and to the Equal Opportunity Clause.

(c) The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.

(d) The goals and timetables for minority and female participation, expressed in percentage terms for the contractor's aggregate work force in each trade on all construction work in the covered area, are as shown on the following pages.

These goals are applicable to all the contractor's construction work (whether or not it is Federal or Federally assisted) performed in the covered area.

The contractor's compliance with the executive order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4.3(a), and its efforts to meet the goals established for the geographical area where the contract resulting from this solicitation is to be performed. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women on each of its projects.

The transfer of minority or female employees or trainees from contractor to contractor or from project to project, for the sole purpose of meeting the contractor's goals, shall be a violation of the contract, the executive order, the regulations in 41 CFR Part 60-4, Compliance with the goals will be measured against the total work hours performed.

Area—Grand Forks, ND, (Clearwater, Kiftson, Marshall, Pennington, Polk, Red Lake, and Roseau, MN; and Benson, Cavalier, Grand Forks, Nelson, Pembina, Ramsey, Towner, and Walsh, ND); Timetables—Until further notice; Goals for minority participation for each trade—1.3 percent (0.8 - Minority Construction Craftsmen 1.3 - Minority Workforce); Area—Nationwide; Timetables—4/1/80 to 3/31/81; Goals for female participation for each trade—6.9%.

(c) The contractor will provide written notification to the Director, OFCCP, within 10 working days after award of any construction subcontract in excess of \$10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address, and telephone number of the subcontractor; employee identification number; estimated dollar amount of sub-contract; estimated starting and completion dates of the subcontract; and the geographical area in which the contract is to be performed.

(d) As used in this notice and in the contract resulting from this solicitation, the "covered area" is geographical area in which the contract is to be performed (state, county, and city, if any).

It is a condition of this contract and shall be made a condition of each subcontract entered into pursuant to this contract that the Contractor and any subcontractor shall not require any laborer or mechanic employed in the surroundings or under working conditions which are unsanitary, hazardous or dangerous to his health or safety as determined under construction safety and health standards Title 29 Code of Regulations Part 1518, 36 FR 7340, promulgated by the U.S. Secretary of Labor in accordance with Section 107 of the Contract Work Hours and Safety Standards Act, 82 Stat. 96.

All work under this advertisement shall be started on a date to be specified in a written order from the Owner, notice of which shall be given to the Contractor seven (7) days in advance. All work shall be completed within one hundred (100) calendar days from the date of the Notice to Proceed, tentatively scheduled for August 6, 1980.

Lighting work will have to work around the scheduled air carrier flights in which openings exist 3:30 p.m. to 7:35 p.m. and 8:12 p.m. to 12:52 a.m. All trenches and holes must be backfilled and compacted at the end of each of these time slots.

A prebid conference is scheduled July 28, 1980, at 2:00 p.m. at the Grand Forks City Hall to discuss the coordination required for this lighting work.

Each bid shall be marked on the outside of the envelope, the nature of the proposal and the name of the bidder. Contractor's state license number and class must be shown on the bid and on the outside of the envelope.

The right is reserved to reject all bids, and to waive any informality in any bid, and to hold bids for a period not to exceed 30 days from said date of opening bids.

Dated this 3rd day of June, 1980.  
CITY OF GRAND FORKS,  
NORTH DAKOTA  
BY: Donald Tingum  
City Auditor  
(July 10, 17, 24, 1980)

7-24-80

## City workers rate their bosses

# Evaluations may lead to changes

By Sue Ellyn Scaletta  
Herald Staff Writer

7-29-80

Big changes may be in store for the Grand Forks Police Department since Mayor H.C. Wessman read 34 employee evaluations of Police Chief James Clague.

Clague and 16 other city department heads were evaluated by employees at the mayor's request.

"If we have a trouble area, it appears to be the police department," Wessman said.

Nineteen changes he says he will recommend because of the evaluations include appointment of a second assistant chief and a committee of police officers to participate in promotion decisions.

"I'd like to stress that this is the largest department and therefore it's natural it got the most complaints," Wessman said. "And police departments historically have a lot of problems. It's the nature of the job."

On a scale of 1-to-10, most of the city's highest paid officials were rated in the 4-to-7 range.

In 201 supervisor evaluation forms, nearly all the department heads got high marks for job knowledge and capability. But from every department came complaints of poor communication, lack of explicit direction and inattention to employees' needs and suggestions.

No department head turned up a "10," but Wessman said he wasn't looking for any. "The numbers aren't as important as the comments I received," he said.

"Those," he said, "can be valuable if we are able to identify and correct some problem areas."

Wessman asked each of the 350 city employees to evaluate their supervisors — anonymously if they wished. The form asked for ratings on fairness, helpfulness, knowledge, capability, judgment, temperament, loyalty, communication and clarity of expression. A space for added comments was provided at the bottom.

Many of the 34 police officers who reported on Clague itemized department problems at length. (Of 80 department employees, 64 are sworn officers.) Most often mentioned were that promotion procedures are unfair, directives issued are unclear, and work scheduling is inequitable. Several complained of "favoritism" used in selecting officers for continuing education — which becomes an advantage in the promotion process.

Based on the evaluations, Wessman listed 19 recommendations for improvements in the department. One is that Clague reorganize the department, designating one captain as an additional assistant chief, combining some other functions, and naming a planning officer. The mayor will also suggest that promotion selection and selection of officers for training schools be done by a committee primarily made up of police officers.

Clague averaged 5.1 in the evaluations, scoring highest (6) in job knowledge, and lowest (3.4) in temperament.

Seven of the raters said conditions in the department have improved since Wessman's election three months ago.

Clague said Wessman's ideas are good ones and that he will cooperate in implementing them. He said the evaluations were enlightening. "You can never see yourself as others do," he said. "Something like this gives you perspective."

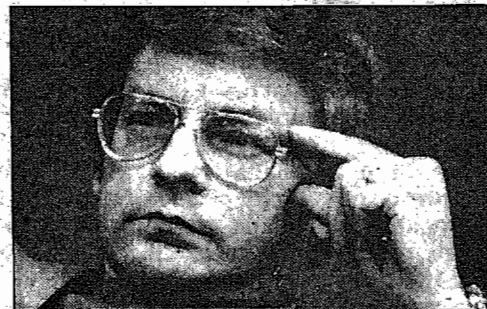
Clague said he was "aware of some dissatisfaction with the promotions system. We already have a committee looking into improvements there," he said. "The additional assistant chief is something I've been pushing for," he said. "I plan to split the department and have a deputy for operations and one for support services."

Street and sanitation superintendent Ray Corbett also averaged 5.1 in 38 responses and shared the

same high and low ratings (5.7 in job knowledge, 3.9 in temperament).

Many employees commented on Corbett's expertise in maintenance and operation of the heavy equipment. Again, most complaints concerned poor communications. Several complained that workers in the sanitation and street departments are not treated equally.

Fire Chief Richard Aulich was rated 8 or above in all categories and averaged 8.9 in 30 reports. Wessman



Wessman has 19 changes in mind

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said morale seemed higher in that department than any. Complaints were that Aulich spends too little time in substations, and sometimes devotes too much time to his second position of civil defense director.

Robert Simons, city assessor and director of administration, got high marks in all areas from seven assessor's department employees, averaging 7.4. Complaints were that he doesn't communicate well with other City Hall departments and does not

listen to employee suggestions. City Engineer Frank Orthmeyer's ratings ranged from 6.2 to 8.1, averaging 7.2. Weaknesses most often cited were inattention to employee suggestions and poor communication with the public.

About the only complaint about City Auditor Donald Tingum were that he works too hard. Employees said Tingum should redistribute the work load, delegating more responsibility to others in the department.

Tingum rated from 7 to 9.8 in the scores.

Other department heads rated as follows:

Ken Schultz — Health, 3 responses, 7.3 average;

Norman Midboe — airport manager, 10 responses, 5.7 average;

Tom Breton — airport operations, 9 responses, 4.5 average;

Bobby Owens — Armory Auditorium, 2 responses, 9.5 average;

John Muus — water treatment plant, 12 responses, 8.9 average;

Ed Pearson — wastewater, 7 responses, 4.5 average;

Dwight Wurzbacher — water department, 11 responses, 8.4 average;

Chester Langei — bus system, 6 responses, 8.6 average;

Robert Bushfield — city planner, 1 response, 4 average;

Wessman - 4 responses, 9 average.

Wessman planned to meet today with the department heads individually to report the results of the

## Public safety panel Monday 6-8-80

Increased rates for air carriers serving Grand Forks International Airport will be considered by the City Council's public safety committee Monday. The meeting will be at 4 p.m. in the municipal courtroom of the police station.

## Pact with airlines proposed 6-10-80

Grand Forks International Airport would collect about \$35,000 a year more from airlines under a new negotiated contract.

The City Council's public safety committee recommended approval of a contract proposed by airport manager Norman Midboe.

Midboe said the contract would mean about \$226,893 annually from Republic, Northwest Orient and Frontier airlines for landing and boarding fees, terminal and storage rentals and custodial services.

## V.V. Airport 6-12-80

Newly negotiated rates charged air carriers at the Grand Forks International Airport were approved Monday by the Grand Forks City Council's Public Safety Committee.

Airport Manager Norman Midboe said the new rates represent charges over the next three years for landing fees, terminal building rentals, Crash-Fire and Rescue Service and Equipment Storage.

He said the new contract with Republican, Northwest and Frontier Airlines will bring in an estimated \$226,893 each year and said the average revenue each year for the three year contract will be about \$35,000.

Midboe said the airline representatives were "tough" negotiators during the four-hour rate talks held May 29.

The new rates are subject to ratification by the full council.

evaluations and recommended changes. He said he would recommend that each department establish a written policies and procedures manual and actively seek cost-saving measures.

The supervisor ratings were part of the six-month

evaluation period for department heads that began with his election three months ago. He said a second evaluation will take place in another three months to see whether the recommended changes have improved the departments.

Approved plans and specifications and opening of bids on a \$238,000 construction project at Grand Forks International Airport. The work includes installation of new high intensity runway edge lighting on the north-south runway and additional taxiway and apron improvements.





By Brian Petersen  
Herald Staff Writer 8-1-80

A crop duster walked away from a crash landing apparently without suffering any injuries late Friday morning.

John Jensen of Jensen Airspray, East Grand Forks, escaped from his aircraft before it burned.

The crash, which happened about 11:15 a.m., occurred about three miles north of East Grand Forks near Highway 220. The plane landed in the back yard of the John Adair farm, less than 50 feet from the house.

Jensen walked from the plane to the house and asked Jaqueline Adair, John's daughter, to call the fire department.

Jaqueline said the family was in the house when the crash occurred.

"We heard it, but we didn't see it," she said. "It wasn't that loud. It was just sort of a thud."

The East Grand Forks Fire Department, along with officials from the Polk County Sheriff's Department and Minnesota Highway Patrol, responded to the call. They couldn't locate

Jensen so they began combing the nearby field thinking Jensen had bailed out before the crash.

Jensen, however, had left the scene before officials arrived.

Jensen was later located at a restaurant in East Grand Forks and said the wing of the crop duster caught the last wire of the powerline and went out of control.

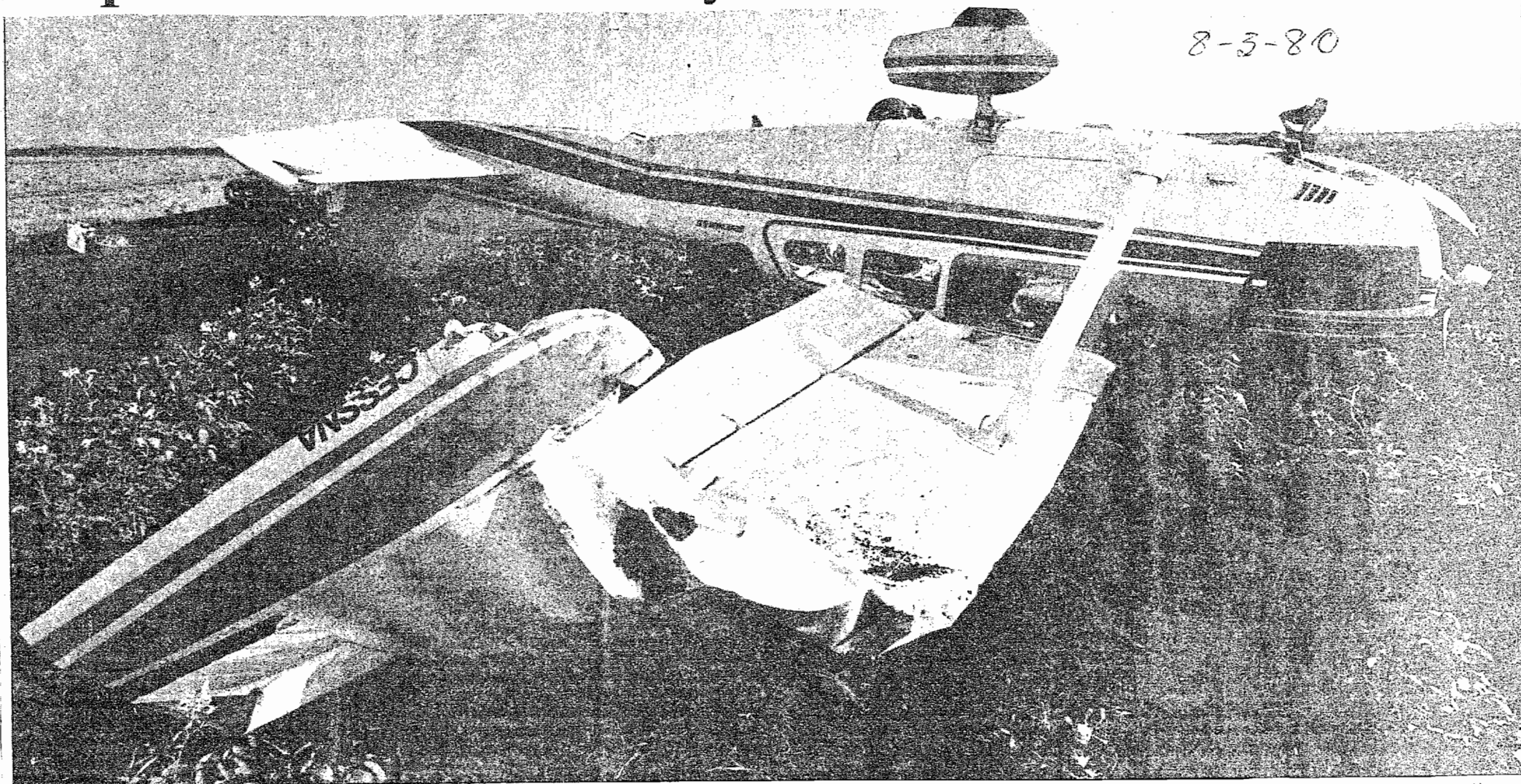
The powerline was repaired immediately after the crash, according to an official from Minnkota Power Cooperative, and service was not interrupted.

Photography: John Stenne

Firemen douse the smoking skeleton of John Jensen's aircraft following the crash late Friday morning. Persons at the scene report-

ed that the wreckage came to rest approximately 50 feet from the John Adair residence.

## 8-1-80 Crop duster walks away from crash



Photography: Dean Hanson

## Wisconsin-bound plane ends trip bottom side up

This Cessna 206, single-engine airplane, owned by Crookston Aviation, rests bottom-side-up in a Grand Forks County potato field after a crash landing late Saturday. Two Emerado, N.D., passengers, Todd Leake, 19, and his sister, Laurene, 20,

were slightly injured as the plane rolled over after touchdown in the potato field trenches. Pilot Peter Johnson of Grand Forks and a third passenger, identified as Dennis Schultz, were unhurt, according to Federal Aviation Administration officials.



# Plane crash lands; 2 hurt

By Bette Nowacki  
Herald Staff Writer

What was to have been a fun time in Osh Kosh, Wis., this weekend ended in a bottom-side-up, light-plane crash Saturday that injured two Emerado, N.D., passengers.

Todd Leake, 19, and his sister, Laurene Leake, 20, both of Emerado, were slightly injured when a Cessna 206 single-engine airplane, carrying three passengers and piloted by a Grand Forks man, was forced into a 4:50 p.m. emergency landing in a potato field about 2 miles south of Grand Forks — just off of U.S. Highway 81.

Both brother and sister, the son and daughter of Emerado farmer Allen Leake, were treated for minor injuries and released from The United Hospital. The pilot, identified by the Federal Aviation Administration as Peter Johnson of Crookston Aviation, escaped injury. Dennis Schultz, another passenger identified by officials, also was unhurt, an FAA spokesman said.

Johnson and his passengers declined to offer details on the crash.

"This isn't good," was all Johnson said, while waiting for the officials from Crookston Aviation to arrive at the crash scene of the company's plane.

According to FAA officials, the plane had just left Grand Forks International Airport en route to Osh Kosh for an air show — the Experimental Aircraft Association Convention Air Meet — with plans to refuel in Eau Claire, Wis.

The engine began running rough, an FAA official said, so the pilot decided to return to the airport. However, before he could do so, the engine stopped. The pilot then attempted to land on Jensen Airspray Strip, off U.S. Highway 2, East

Grand Forks, but did not have enough power, the FAA official said. Instead, Johnson landed in Grand Forks area farmer Odney Flaot's potato field.

The trenches between the potato-plant rows did not offer a smooth landing strip, and as the plane touched down it rolled onto its back, the FAA official said.

FAA officials said the plane was "substantially damaged." Its propeller, left wing tip, tail and nose were crumpled.

Johnson said he'd been a pilot for five years. He had filed a pleasure and training flight plan.

## Devils Lake wins airline-service appeal

DEVILS LAKE, N.D. — Having won an appeal, Devils Lake will receive more airline service than determined in January.

The federal Civil Aeronautics Board guaranteed two round trips daily between here and Bismarck and one round trip daily between here and Grand Forks. Each flight must guarantee 36 passenger seats.

The decision came after

an appeal by the Devils Lake Municipal Airport Authority and the North Dakota Aeronautics Commission.

The CAB previously had ruled that Devils Lake receive only one round trip Monday through Friday between both Grand Forks and Bismarck. The guaranteed seats numbered only 26 in the previous ruling. Republic Airlines serves Devils Lake.

## N.D. project funding is approved 9-8-80

Associated Press

A U.S. Senate Appropriation subcommittee has approved funds for three projects in North Dakota, according to Sen. Milton R. Young, R-N.D.

He said the subcommittee approved \$16.8 million for a proposed bridge in Bismarck over the Missouri River.

He said the subcommittee also approved a \$3.5 million for a new transit terminal in Fargo and \$2.6 million to upgrade the Grand Forks airport.

## Money for airport okayed by committee

About \$2.5 million for modernization at the Grand Forks International Airport is among appropriations approved by a joint congressional committee Wednesday.

The money will be used to speed up construction of new taxiways and terminal facilities at the airport. The money will mean the project can be completed in three years instead of five as had been planned.

Mayor H.C. Wessman requested the additional fund-

ing because of increased airport traffic and faster than expected deterioration of the taxiways.

Also approved in the transportation appropriation bill were \$16.8 million for a new Missouri River bridge in Bismarck and \$3.5 million for a transit terminal in Fargo.

The House and Senate are scheduled to act on the bill soon, Senator Milton Young (R-N.D.) reported, and approval is expected.

## Grand Forks Airport Plans Expansion

Valley View, Bismarck Press 9-18-80

A high water table and a congested, inadequate runway and apron system are some of the problems facing the Grand Forks International Airport west of town. Norman Midboe, business manager of the airport, listed the problems and the future projects planned.

A big problem is the apron, that was designed to handle aircarriers up to 120,000 pounds, but aircarriers weigh up to 150,000 pounds now. The apron is not large enough as two large carriers can barely pass each other on the apron. The increased weight and slow moving traffic is causing the apron to deteriorate.

The high water table is also a problem. When the aircarriers drive during the spring thaw, the weight causes geysers of water to come out of every crack in the cement apron.

The airports needs have simply outgrown the present facility. Last year there were 250,000 operations at the airport, while normal operations for one this size is 200,000. The increase has come up suddenly because of the expansion of facilities and programs serving the University of North Dakota, which Midboe sees as a good program to support.

There are plans to clear up the problems facing the airport. One plan is for a

new general aviation area east of the present terminal, separating general aviation from the aircarriers, and easing use of the present system.

The City Engineering Department is conducting a study to determine the extent of damage to the present apron, and what would be needed to make it usable for four or five years of use until larger facilities could be used.

There is also a "Master Plan" that was prepared in 1972 that was approved by the FAA and city and public hearings. The two and one half million dollar project would be used for a new terminal, site preparation, heavy duty concrete apron and taxiway for access to the present taxiways, drainage, lighting, a new parking lot, and making the present road to the airport a four-lane highway, and other needs associated with the use of aircraft.

Mr. Midboe explained that the sooner the project could be completed, the less money and expansion of the present facility would be needed. Fixing the present system for future use could cost over five hundred thousand dollars that could help pay for new facilities.

Of course every project is subject to federal funding that is based on enrollment, the number of passengers who board at the airport.

Two point five million dollars of federal funding has also been applied for.

There is a definite need to begin work very soon; so that the high level of service can be maintained at the Grand Forks International Airport.

## FAA proposal discussed at Bismarck

North Dakota airport managers discussed a proposal today to close the Federal Aviation Administration field office in Bismarck. Walter Barbo, FAA spokesman in Denver, has proposed closing the Bismarck office and moving the local personnel to Denver. North Dakota Aeronautics Commission and major North Dakota airports oppose that idea. State Aeronautics Commissioner Harold Vavra says closing the Bismarck office would handicap local airports by placing the nearest field office more than 500 miles away. 11-13-80

## Grand Forks is selected as flight service center

The Federal Aviation Administration has selected Grand Forks as one of 61 sites in the United States for an automated flight service station.

North Dakota's four flight service stations — Grand Forks, Jamestown, Minot and Dickinson — would be consolidated in Grand Forks.

Lyle Wicken, FAA local coordinator in Grand Forks, estimated the plan would add 10 people to the staff of 18 in Grand Forks. Wicken said that is not a precise estimate because the automation is up to nine years away.

Flight service stations process flight plans and brief pilots on weather and other aeronautical matters important to safety. Flight service specialists help pilots in distress.

The FAA says the present system is inefficient. Specialists currently prepare pilot briefings by sorting through stacks of printed reports that are transmitted over slow-speed teletype circuits.

The program is estimated to cost about \$495 million over the next eight years. The FAA says automation will save \$1.5 billion by 1995.

The plan would consolidate 318 stations into 61 automated facilities. Fourteen stations are to be commissioned by 1985. The remaining 47, including Grand Forks, would be developed by 1989.

The consolidation will take place only after it is proved that the new facilities will provide equal or better service than the old ones, according to the FAA.



Some grades go up, others don't

## City officials get second report card

By Sue Ellyn Scaletta  
Herald Staff Writer

Some Grand Forks officials received their second report card last week.

In evaluations by their employees, eight city department heads rated higher than on similar evaluations in July, seven dropped and two scored the same.

Mayor H.C. Wessman said the new reports indicate progress toward realizing improvements he recommended after the first evaluations.

Of 19 changes Wessman recommended in the police department, Chief James Clague reported that 11 have been started, four are in progress and one (formation of a board of officers to decide promotions) requires action by the Civil Service Commission. Wessman withdrew two of the requests after Clague convinced him they would be detrimental or useless.

Changes begun include organization of a board of officers to decide who will attend continuing education programs, initiation of an awards program, and creation of a planning and research office to which Sgt. Ronald Hagen was appointed.

Clague's overall rating from his em-

ployees improved from 5.1 in 34 July reports to 5.8 on 27 November responses.

Nevertheless, Wessman said morale in the police department seems to have declined since July.

Complaints of unfairness and lack of communication continue.

"The chief needs to be a leader first and an administrator second," Wessman said. "And he needs more cooperation from the people in his department."

All departments reported that regular staff meetings, policy and procedure manuals and similar measures Wessman requested have been started or are in progress.

The reports conclude a six-month probation period of city department heads Wessman began when he took office in April.

The only resulting personnel change he plans is to recommend that the City Council discontinue the position of city director of administration now held by Robert Simons. Simons would continue in a second capacity as city assessor.

Department heads were rated from one to 10 in such categories as job knowl-

edge, temperament, fairness, communication, and capability. Suggestions and comments were requested.

The mayor averaged 9.5 in the ratings — up from 9.0 in July. Some of the eight department heads who rated him said Wessman should be more forceful with his staff and the City Council, however.

Wessman's tendency to deal directly with matters sometimes circumvents department heads, the reports said, creating occasional conflict.

Chief Richard Aulich's November average was 8.0 in November down from 8.7 in July. But 46 reports were returned on Aulich in November — 16 more than the 30 he received in July.

Simons' average rating dropped from 7.4 in seven reports to 6.1 in nine.

City Engineer Frank Orthmeyer improved from 7.2 to 7.5. He received 16 reports in July and 15 in November.

Street department supervisor Ray Corbett averaged 4.8 in November in 42 evaluations — down from 5.1 on 38 reports in July. Corbett's employees reported significant improvements in communication and fairness with the department, however.

City Auditor Donald Tingu dropped from 7.3 to 6.8, but had only five reports instead of eight.

Community development director Royce LeGrave jumped from 4.4 to 6.2 with six evaluations each time.

Airport director Norman Midboe maintained a 5.7 average while his reports increased from seven to 10.

Airport operations manager Tom Breton improved from 4.5 on nine evaluations to 5.5 on 12.

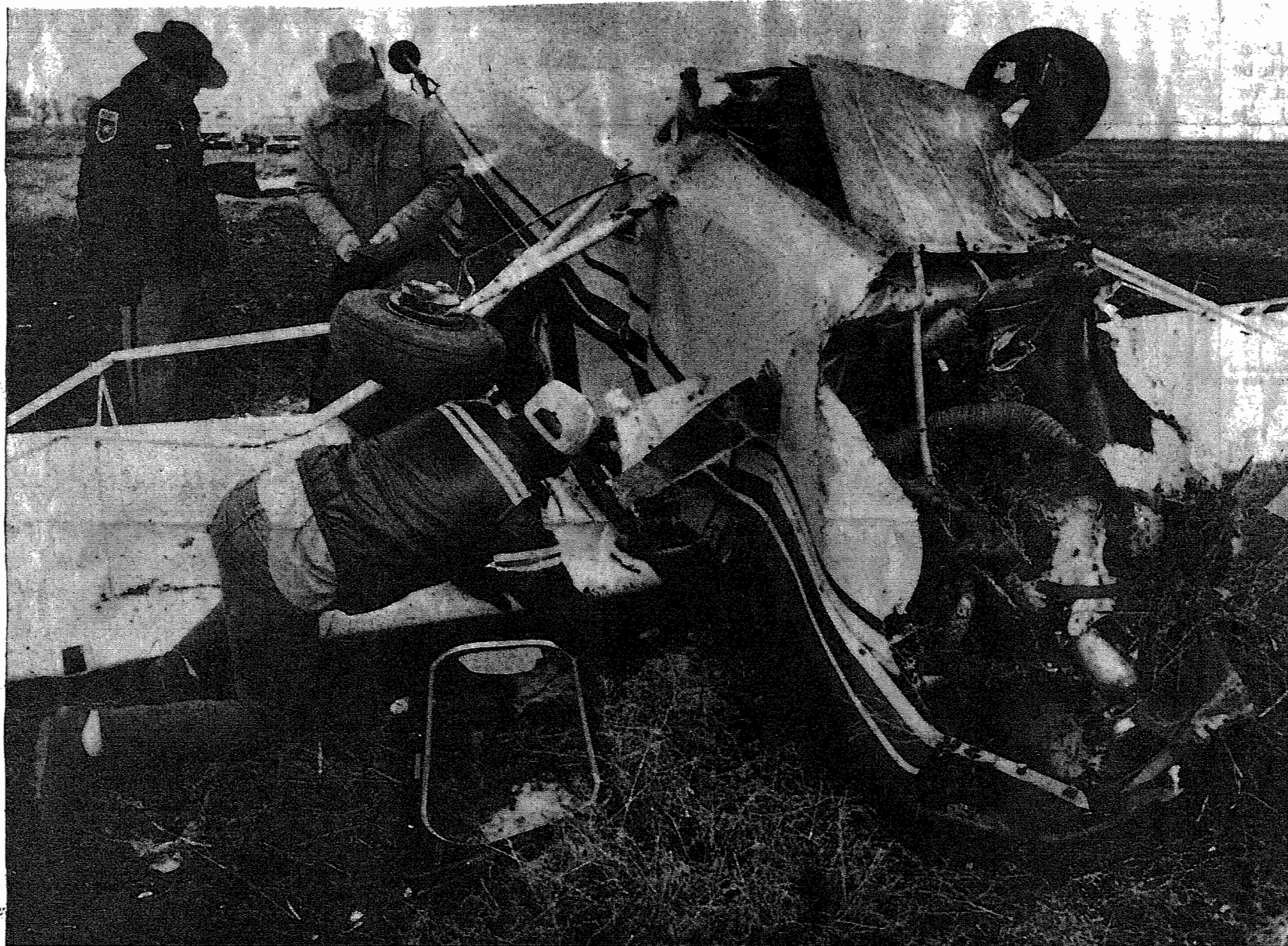
Armory auditorium manager Bob Owens averaged 9.0 in four reports compared to 9.9 on two last time.

Health department supervisor Ken Schultz dropped from 7.3 in three responses to 6.8 in five.

Water department superintendent Dwight Wurzbacher was rated 8.0 in November and 8.4 in July with 11 responses each time.

Wastewater supervisor Ed Pearson scored 4.8 on 10 reports compared with 4.5 in seven first evaluations.

Bus manager Chester Langei improved from 8.6 to 9.1 with eight reports instead of six.



Grand Forks County Deputy Mike Conway and two unidentified men inspect the wreckage at the crash site.

Photography: Dean Hanson

21-year-old suffers only minor injuries 11-24-80

## UND student crash-lands in field

A 21-year-old University of North Dakota aviation student escaped serious injury Sunday afternoon when the airplane he was flying crash-landed in a field southwest of Grand Forks.

Michael Plummer, 201A McVey Hall at UND, was alone on a routine training flight at the time of the accident, said George Hammond, director of the flight operations for the University's aviation department.

Hammond said Plummer was flying at 2,000 feet southwest of Grand Forks about noon when the single-engine airplane's controls jammed,

preventing Plummer from pulling the airplane out of a descent.

Plummer reduced power and crash-landed in a plowed field, Hammond said. The plane nosed over as it landed in the field three miles south and eight miles west of Grand Forks.

Hammond said the accident may have been caused when a backpack Plummer had placed on a rear seat of the airplane fell to the floor, jamming the rear set of controls.

The airplane, a Bellanca Citabria, has controls in both the front and rear seats. When

one set of controls is jammed, the other set is also immobilized, Hammond said.

Plummer, who is originally from Buffalo, Minn., was taken to The United Hospital with minor cuts, but was later released. Plummer has his private pilot license, and is studying for a commercial license.

Hammond said the two-year-old leased airplane was valued at \$22,000. The accident will be investigated by the aviation department and the Fargo office of the Federal Aviation Administration.

— Stacy Thomas



## 41 Grand Forks involved

# Air route cuts planned by Republic

By Chuck Haga  
Herald Staff Writer

Republic Airlines has announced service reductions that will eliminate Grand Forks' connections to South Dakota cities through Devils Lake and Bismarck.

Grand Forks also will lose one of its three daily flights to Minneapolis-St. Paul.

The reductions, effective Jan. 15, involve service to 62 of the 207 cities served by Republic.

State, federal and local officials will meet with Republic representatives Dec. 4 in Devils Lake to discuss state air service.

Devils Lake will lose its connection through Grand Forks to the Twin Cities, but Republic instead will schedule a flight from Devils Lake through Thief River Falls and Bemidji to Minneapolis-St. Paul.

The flight changes are included in a notice filed by Republic with the federal Civil Aeronautics Board.

Republic currently operates two round-trip flights daily from Grand Forks to Devils Lake, Bismarck, Aberdeen and on to other South Dakota cities. Service on those lines north of Aberdeen will be discontinued "because nobody was flying them," a Republic spokesman said.

"We were boarding an average of four people on the morning flight in Grand Forks," said Neil St. Anthony. "We were boarding 12 in the afternoon. At no point on that flight were we filling half the seats."

St. Anthony said the airline needs to fly the 48-passenger aircraft used on those flights at about 50 percent capacity to break even.

Deregulation of the airline industry has made it easier for carriers to eliminate unprofitable lines from their schedules, and St. Anthony said the North Dakota reductions are part of "a general streamlining of our system."

Many smaller cities served by the airline will lose some service, he said.

"We're looking at a loss this year of about \$25 million," he said. "So we're looking to economize."

Republic also will eliminate its morning and afternoon flights from Fargo to Watertown, Brookings,

Sioux Falls and other South Dakota cities, because boardings were low.

Harold Vavra, state aeronautics commissioner, said the projected reductions "will severely disrupt north-south traffic out of North Dakota."

He said the state will attempt to extend the CAB's Dec. 1 deadline for public responses to the airline's plans.

The north-south reductions also will affect North Dakota connections with Omaha and Kansas City.

Republic now offers three departures daily from Grand Forks to the Twin Cities, at 7 and 10:45 a.m. and at 3:35 p.m. St. Anthony said that would drop Jan. 15 to two daily departures, at 7:15 a.m. and 3:40 p.m.

Return flights would be trimmed from three to two, as well.

Northwest Orient Airlines also connects Grand Forks and Minneapolis-St. Paul with nonstop flights at 7:45 a.m. and 3:15 p.m. daily.

Travelers wanting to fly from Grand Forks to Bismarck may take Frontier Airlines to Fargo, then transfer to a Northwest flight to Bismarck.

Ken Leigh, executive director of the Grand Forks Chamber of Commerce and a member of the governor's committee on airline service, said he had expected the reductions.

"But we won't go down without a battle," he said. "We'll have a meeting of our (chamber) aviation committee here, and we'll work with other affected communities."

But Leigh conceded ridership on the discontinued routes has been low, "and the airlines want to make money — they'll put those planes where they'll be busy."

Leigh said Grand Forks and other smaller communities "will have to do a real searching job to bring in smaller airlines to make these small jump runs," if the larger carriers continue to pull out.

Devils Lake officials say that they will meet Dec. 6 with representatives of Big Sky Airlines of Billings, Mont., a commuter airline. Big Sky has expressed interest in flying between Grand Forks and Bismarck, through Devils Lake, if Republic drops the route.

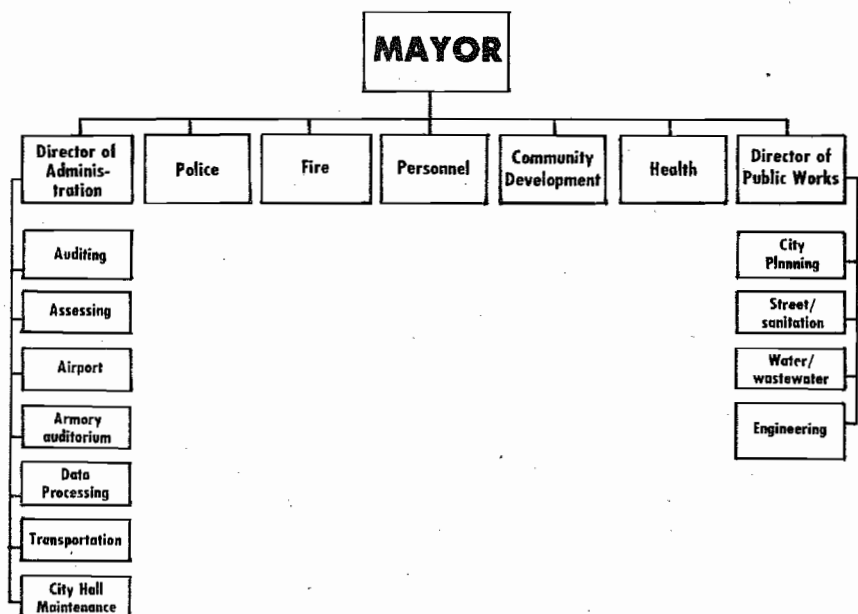
## Structure charts

The top chart shows the present administrative structure in Grand Forks City Hall. The bottom chart is a preliminary draft of Mayor H.C. Wessman's proposed administrative organization.

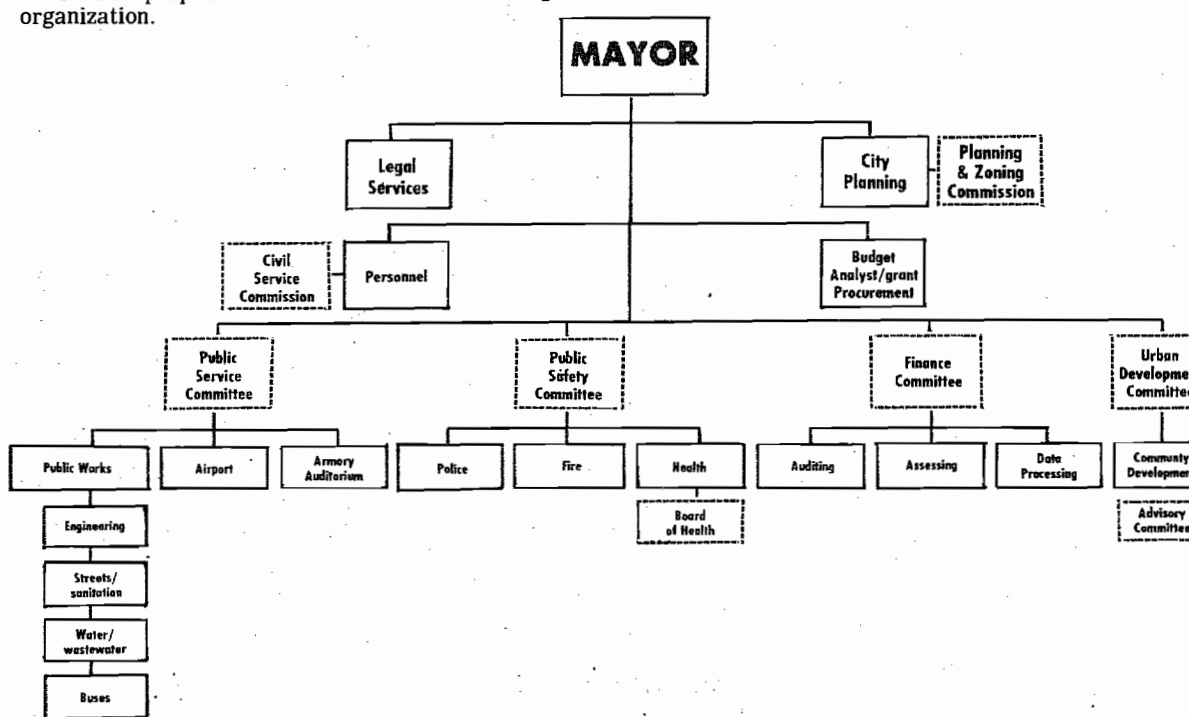
On the bottom chart, City Hall departments are boxed in solid lines. City Council committees, citizen advisory boards and commissions are boxed in broken lines. Those groups make recommendations to the City Council.

City Hall departments are clustered on the chart under the City Council committee to which they are responsible. All department heads are responsible to the mayor under the proposed new organization.

## Current Structure



## Proposed Structure



## Mayor to offer proposal

# City Hall may be reorganized

By Sue Ellyn Scaletta  
Herald Staff Writer

After seven months in Grand Forks City Hall Mayor H.C. Wessman has proposed new lines of power drawn.

Monday the mayor will present to the City Council recommendations for streamlined municipal government which would significantly reduce the authority of the city's highest-paid official.

If approved the city's first administrative reorganization since 1971 would:

- Eliminate the city director of administration's job, making all department heads responsible directly to the mayor.
- Reduce the number of city employees in the budget from 364 to 355, largely by dropping positions that are budgeted but not filled.
- Create four new positions including a staff budget analyst and grant procurement officer.
- Reduce the personnel budget by \$154,000 in the 1980-81 budget year and by \$77,000 in the 1981-82 budget year.
- Revise, update and clarify city ordinances regulating City Hall administration.

Wessman said he recommended

deleting the director of administration position because "the city doesn't need two executive officers and the mayor is the executive officer elected to do the job."

The current director of administration is Robert Simons — also city assessor. Simons was appointed by former Mayor C.P. O'Neil in 1973.

The director of administration supervises the assessing and auditing departments, data processing, the city bus system, the airport and the Armory-Auditorium.

Wessman says those departments function independently and are adequately supervised by their own department heads. "I just don't see any need for an intermediary," he said.

Simons' position as city assessor would not be affected by the change. Whether his salary is affected by the reduction in status would be decided by the Civil Service Commission, Wessman said.

Simons is the city's highest paid official at \$37,100 a year. About \$9,700 of that comes from city bus and airport revenue.

Wessman's plan would move responsibility for the bus system into

Please see STRUCTURE, 3B

## Continued from Page 1B

the public works department directed by Frank Orthmeyer, who also is city engineer.

The mayor proposes no change in Orthmeyer's function, but is recommending that his two positions no longer be shown separately in the city budget. "It's superfluous to list an engineer and a director of public works when they're both the same person," Wessman said.

Orthmeyer would remain director of public works and a planned reorganization within that department would put assistant city engineers in charge of some matters now handled by Orthmeyer. Orthmeyer's responsibilities would increase under the new plan.

Adding a budget analyst and grant procurement officer to the staff was recommended by a committee the mayor appointed to find cost-cutting measures for the city.

That person would be responsible

for continuing review and supervision of the city budget, the mayor said. He also would be responsible for all grant procurement and administration. Different department heads now handle grants for projects concerning their departments.

The other recommended new positions are an additional sanitarian for the health department, a secretary for the fire department and a code enforcement officer in the engineering department.

Wessman's proposed organizational chart is based on recommendations of an administrative study conducted in 1978 by a Chicago consulting firm.

The chart clusters departments of related function under the City Council committee responsible for those functions.

Fire, police and health, for instance, are clustered under public safety. Auditing, assessing and data processing fall under finance. Public Works (engineering, streets, water,

and city buses), the airport and the Armory Auditorium are clustered under the public service committee. The urban development committee is responsible for the federal Community Development department.

What Wessman calls staff functions are shown on the chart directly under the mayor's office. They are legal services, personnel, city planning and the new budget analyst.

Various citizens' committees and commissions responsible for various facets of city government also are shown on the chart.

"This shows how the elected officials and advisory bodies are involved in the operation of city government," Wessman said.

The council will have a week to study Wessman's proposals before meeting Dec. 8 as a committee-of-the-whole to consider the matter. The council is expected to act on the mayor's proposals on Dec. 15.



## Airlines cutback for economic cost

Associated Press

When Congress passed the airline deregulation bill two years ago, many South Dakotans feared it would only be a matter of time before the state lost its flight connections with the rest of the world.

Speculation picked up again after Republic Airlines announced recently that it would drop 10 South Dakota flights Jan. 15. Republic serves nine cities in the state.

The company's announcement shows the uncertainty ahead for the airline industry. It could set the stage for commuter airlines in neighboring states to fly into South Dakota for the first time.

Watertown, one of six South Dakota cities served only by Republic, is the biggest loser in the January cuts, with four of the city's eight daily flights cancelled. Passenger traffic out of Watertown is down about a third this year, with only four or five passengers boarding on a typical flight.

"We hate to see it go, but I can understand the airlines also," Watertown Mayor Herb Jenson said last week. "I run a turkey plant, and if I can't make money, I lock it up. There isn't much we can do other than hope they change their mind."

Sioux Falls will lose three of its 16 daily Republic flights in January, Aberdeen will lose six of eight and Huron two of three. The cuts make it tougher to fly to North Dakota and eliminate several in state routes.

"We can't make any apologies," Republic spokesman Neal St. Anthony said from Minneapolis. "I don't want to go lightly over that. We're doing it, and we think we have economic reasons for doing it." The economic reasons are losses of \$25 million so far this year, a long-term debt of \$400 million tied to the prime interest rate and a 10 percent decline in systemwide passenger traffic.

The stage for the flight cuts was set in 1978 when Congress deregulated the airline industry. The 1978 legislation will terminate federal subsidies to Republic and other regional carriers in the 1980s. And in 1988 the "essential air service" rule that prevents an airline from leaving a city without air service will end.

The losses could open the market for commuter flights. Pioneer Airlines of Denver began service to Rapid City today to replace service dropped by Frontier Airlines in western Nebraska. Three other small carriers — Big Sky of Billings, Mont.; Air Wisconsin of Appleton, Wis.; and Mississippi Valley of LaCrosse, Wis. — serve cities in nearby states and might be interested in South Dakota.

"It would be quite premature to commit our airline one way or another," Mississippi Valley Vice President Pat Thompson said. "(But) I rather suspect we'll be looking at some South Dakota markets to see if that could be an opportunity."

## Start search for new airline

Republic Airlines may be forced to delay its decision to withdraw some service between Grand Forks and Bismarck, but it is not too early to start looking for a replacement.

A regional director of the Civil Aeronautics Board said last week that Republic might be required to continue to serve the route, which includes a stop in Devils Lake, for six months or until an alternate carrier is found.

Under terms of legislation deregulating airlines, cities that have service are guaranteed some continuing service. This means that Devils Lake will have service, probably through Minnesota cities to Minneapolis. But it doesn't mean that the Grand Forks to Bismarck route must be continued.

That route is important to the state, however. It links the state's third largest city — a major agricultural processing center, an important retail trade center and the seat of the largest college — with the state capitol.

City and state officials should begin immediately to find an alternate carrier. That way, one will be ready to take Republic's place when that airline discontinues the route.

## Republic seeks replacement to assure Devils Lake flights

By Darrel Koehler  
Herald Staff Writer

DEVILS LAKE, N.D. — Even though Republic Airlines wants to get out of the Devils Lake market, the city will continue to have air passenger service.

Dean Sparkman, Civil Aeronautics Board regional director from Kansas City, told a hearing of federal, state and local officials Thursday that the agency probably will require Republic to maintain some of the flights it wants to cut until replacement air service can be found.

Republic wants to discontinue 10 of its 16 North Dakota flights. The airline would drop all southbound flights from Fargo and Bismarck and two daily round trips between Bismarck and Grand Forks with stops in Devils Lake.

Sparkman said the CAB might require Republic to continue its Grand Forks-Bismarck service during what he termed a "transitional period" that could last up to six months.

Big Sky Airlines, based in Billings, Mont., has indicated it wanted the Bismarck-Devils Lake-Grand Forks route. The route is subsidized by the federal government, assuring the carrier a profit.

Charles Curran, director of community affairs for Republic, said the Minneapolis-based company, faced with a \$24 million loss this year, is retrenching.

He said the airline is cutting back many of its feeder

routes, urging commuter or regional airlines to take over.

Earlier, Frontier Airlines dropped service in western North Dakota and Big Sky now provides service to Williston, Dickinson and Bismarck from Montana points.

Curran said Republic has filed with the CAB to continue serving Devils Lake with connections to Devils Lake via Thief River Falls, Minn., and Bemidji, Minn.

While Devils Lake is protected by the CAB's essential air service regulations, the Grand Forks and Bismarck legs now included in the Republic schedule are not.

Curran said Brainerd was removed from the Minnesota portion of the new schedule, allowing more seats for Devils Lake patrons. However, Sparkman said the North Dakota city would be on the end of the flight and there would be a shortage of seats.

The airline uses a small propeller-driven plane on the run to Devils Lake. The airline has indicated it will sell the aircraft after mid-January.

That puts the CAB in an unusual position of ordering service to be retained while the planes are gone, Sparkman said.

Curran indicated Republic probably would file a 90-day notice soon to drop all Devils Lake service, paving the way for Big Sky to take over.

Please see AIRLINES, 7A

(Continued from Page 1)

Under the interim plan, Big Sky would operate between Bismarck and Devils Lake, while Republic would provide service to the Twin Cities.

After Republic bows out, Big Sky would take over all east and west service out of Devils Lake.

Terry Marshall, president of Big Sky, said the commuter airline would provide two daily round trip flights using 17-passenger airplanes.

Marshall said the arrival and departure times would be more convenient to travelers than the current Republic schedule.

The current Republic flights between Bismarck and Grand Forks are on early morning and late evening schedules.

## Council was right in its decision

The Grand Forks City Council acted correctly in a meeting as the committee-of-the-whole Monday evening in recommending approval of a city reorganization plan.

The reorganization of the city's administrative structure was asked by Mayor H. C. Wessman. He proposed it after seven months of personal study of the workings of city government and on the basis of an independent study by consultants two years ago.

Not all citizens and, perhaps, not all within city government will agree that the reorganization was necessary. But Mayor Wessman was elected to his position with promise to bring greater efficiency and greater openness to city government. He deserves the right to carry out that proposal as he sees that he is best able to do so.

He believes the best way is for the elected head of city government to exercise direct authority within the confines of City Council direction. He does not believe that "buffer" officials between the heads of various departments and the mayor contribute to the cause.

It was inevitable that many should see the reorganization as an effort to downgrade the authority granted to City Assessor Robert Simons as "director of administration" under former Mayor C. P. O'Neill.

That is unfortunate. Mr. Simons is an able and conscientious official, if sometimes outspoken on controversial subjects. The fact remains, the job created for him under the former mayor is not seen as needed by the present mayor.

In explaining his plan to the Grand Forks Chamber of Commerce Governmental Affairs Committee earlier Monday, Mr. Wessman said he felt he was able to handle the job of mayor without a director of administration. He said he has found since the election that he is able to devote the time necessary to have all 14 departments report directly to him.

Mr. Wessman says he has kept track of the time he spends on his full-time job at the University of North Dakota and that for the city. He found that he can do both without neglecting either, he said.

According to Wessman he spends an average of 45 hours weekly for the University and 35 for the city. That might qualify him as a workaholic, but he insists that it does not overtax his energies.

The reorganization Mr. Wessman asked might not work under another mayor. It remains that Mr. Wessman is the mayor now, by the vote of the people. He should be given the right to serve in the manner best suited to him, as long as he does not violate the directions of the City Council.

### Air Wisconsin wants out of Jamestown

For less than two years, Air Wisconsin has been the sole airline serving the central North Dakota community of Jamestown. Now, the commuter carrier wants to pull out. The airline, based in Appleton, Wisc. filed suspension notices with the Civil Aeronautics Board Thursday in Washington. The airline wants to terminate its four flights west of Minneapolis — two in Nebraska and two in North Dakota. Service will be dropped to Jamestown and Bismarck in North Dakota, and Grand Island and Lincoln in Nebraska.



## Big Sky airline will add Bismarck-Williston flight

12-11-80

BISMARCK (AP) — While two airlines have recently announced they will cut service in North Dakota, Big Sky Airlines of Billings, Mont., plans to add a flight to their schedule in the state.

Dan Finley, director of planning for Big Sky, said the airline plans to add another round trip on weekdays between Bismarck and Williston.

The commuter carrier may also add service from Bismarck to Devils Lake and Grand Forks, Finley said. That route will be suspended by Republic Airlines.

Finley said better service between Williston and Bismarck, with intermediate stops at Dickinson, will improve interline connections at Bismarck and help satisfy passenger demand. Big Sky will offer four daily round trips Monday through Friday when the new flight is added Jan. 13.

Last month, Republic Airlines announced plans to drop 10 of its 15 flights in the state, including the Bismarck-Devils Lake-Grand Forks route. Air Wisconsin, the only air carrier serving Jamestown, announced its intention to pull out last week.

## Big Sky to fly Jan. 15

12-18-80

By Sue Ellyn Scaletta  
Herald Staff Writer

Montana's big sky will stretch over eastern North Dakota after Jan. 15.

That's when Big Sky Airlines, based in Billings, Mont., will begin service to Grand Forks.

Flight 444 will take passengers from Bismarck to Grand Forks at 4:15 p.m. every day but Saturday. The return flight 445 will leave Grand Forks at 4:30 p.m. and arrive in Bismarck at 5:40 p.m. Both flights will stop in Devils Lake, N.D.

A second daily round trip between the cities probably will be established after 90 days, according to Big Sky officials.

The airline's representatives met Wednesday with Grand Forks Mayor H.C. Wessman and airport manager Norman Midboe to inspect the local facilities and arrange details.

"We're delighted that Big Sky is going to enable us to maintain an air link with the capital," Wessman said. "With a legislative session about to begin, this will be vital."

Big Sky has asked the Civil Aeronautics Board to designate it the replacement carrier for Republic Airlines, which last month asked to discontinue 10 North Dakota flights, including the line between Grand Forks and Bismarck.

The CAB will decide in 90 days whether to grant Big Sky's request. Midboe said it is not likely the request will be denied.

"I can't foresee any problems," Midboe said. "No other airline has indicated any interest in taking over the service."

If Big Sky is designated the replacement carrier for Republic, a morning flight also will be offered, according to Dan Finley, director of planning for Big Sky.

The flights beginning Jan. 15 are part of an interim service permitted under CAB rules while such decisions are pending.

Big Sky Airlines began on Sept. 11, 1978, with a flight from Billings to Helena, Mont. In two years the firm has expanded its service to 15 cities in Montana, Wyoming and North Dakota.

Grand Forks and Devils Lake will bring the total to 17 cities, Finley said the firm may add Jamestown, N.D. to the list.

"Air Wisconsin has asked the CAB for permission to suspend its flights there," he said. "We may pick that one up, too."

## New airline wins support

12-12-80

What at first seems like bad news sometimes turns out for the best. At least the aviation and city officials at Devils Lake and Grand Forks hope so.

They are enthusiastic about the commuter airline, Big Sky, replacing Republic Airlines on a Grand Forks-Bismarck flight, via Devils Lake. It will mean smaller airplanes on the route, but they have been promised more daily flights at more convenient times.

Big Sky has been happy with the business generated by its flights in western North Dakota, and hopes the new route will enjoy similar success. Republic, meanwhile, wants to drop service to Devils Lake, which hasn't generated the traffic needed for the larger aircraft it uses.

The new airline is expected to begin its first daily service to Grand Forks and Devils Lake Jan. 15.

## Big Sky outlines Grand Forks plans

By Darrel Koehler  
Herald Staff Writer

1-8-81

Big Sky Airline representatives visited Grand Forks today to talk about plans to provide in-state connections to the city.

At a meeting with Grand Forks Chamber of Commerce officials and others Thursday morning, the airline representatives outlined the interim service between Grand Forks, Devils Lake and Bismarck.

Dan Finley, director of planning and community affairs for the commuter airline headquartered in Billings, Mont., said daily round trip service would be offered Sunday through Friday with no Saturday service.

The airline is scheduled to begin flights here Jan. 15. Finley said the new service will originate in Bismarck, serve Devils Lake and terminate in Grand Forks. It would return on the same route.

The schedule calls for the flight to leave Bismarck at 3:06 p.m. arriving in Grand Forks at 4:15 p.m., then leaving again at 4:30 p.m.

The Bismarck-Grand Forks fare would be increased \$9 or \$60 one way and \$120 roundtrip.

Finley said he is hopeful that Big Sky will be able to take over all service from Devils Lake by March or April under the Essential Air Services Act. Under the legislation, Big Sky would be subsidized by the federal government for any losses incurred in serving Devils Lake, now handled by Republic Airlines.

Prior to suspension of service to Devils Lake by Republic Airlines, that airline would offer flights from Devils Lake via Thief River Falls and Bemidji, Minn., to the Twin Cities.

If Big Sky gets permission for all service between Grand Forks and Bismarck with Devils Lake an essential stop, a morning flight would be added and service would be extended to seven days.

Finley anticipates between 500 and 600 passengers per month would be generated at Devils Lake and about 200 at Grand Forks.

The planes would have capacity for 17 passengers along with air freight. There would be no restrooms or frills.

Big Sky has been working with trunk airlines in coordinating connections at both Bismarck and Grand Forks, offering service to major cities.

Subsidization of the Devils Lake service is scheduled to end in 1988 and Finley said he was confident it would be self-supporting by that time.

As part of the interim agreement, Republic will be handling ticketing and other services at Grand Forks.

## Service suspension requested by airline

12-13-80

WASHINGTON (AP) — Air Wisconsin, Inc. has filed with the Civil Aeronautics Board to end service between the Twin Cities and four North Dakota and Nebraska cities.

The cities affected would be Jamestown and Bismarck in North Dakota and Lincoln and Grand Island in Nebraska.

CAB rules provide for 90 days notice before service suspension. An Air Wisconsin official said the airline probably will be required to stay in Bismarck and Jamestown until a replacement carrier is found and that is expected to take about six months.

North Dakota Aeronautics Commissioner Harold Vavra said Big Sky Airlines of Billings, Mont. is interested in taking Air Wisconsin's routes.

Vavra said Big Sky has arranged to take over North Dakota service suspended by Republic Airlines.

Air Wisconsin, based in Appleton, Wis., said the routes would be cut because of low ridership — four percent of the 16-city airline's boardings.

"We're not happy with

having to do it," said Watson Whiteside, marketing vice president for the airline. "It's just a sound business decision on our part," he said.

The four cities are served by 19-passenger turboprop aircraft and the company hopes to rely more on 50-passenger jets.

## Other airlines ready to fill Republic's gaps

1-12-81

BISMARCK (AP) — Republic Airlines is poised to suspend several North Dakota flights this week, but at least three other major airlines are waiting in the wings to help fill the gap.

In the short run, however, smaller commuter airlines will take up the slack.

"Under deregulation, we're going to see many rapid changes," says Harold Vavra, North Dakota aeronautics commissioner. He is optimistic about the changes.

"I think we're a developing state as far as air travel goes," he said.

Republic will drop some of its north-south round trips from Fargo and Bismarck as unprofitable. At least three other airlines—Texas International, Continental and Ozark—are authorized to land in North Dakota, but there is no guarantee they will.

"Deregulation makes it vitally important that routes are profitable," said Continental spokesman John Clayton.

Under the Airline Deregulation Act of 1978, air carriers were given the authority to set their own routes.

Obtaining permission from the Civil Aeronautics Board to change routes requires 60-day notice. After Jan. 1, 1982, that formality will be dropped, completing deregulation of the industry.

Texas International, based in Houston, has won permission to serve Fargo, Bismarck and Grand Forks besides 106 other cities across the country.

Continental, based in Los Angeles, has also won permission to land in those three North Dakota cities plus Minot and 70 other U.S. cities.

Ozark, based in St. Louis, has obtained permission from the CAB to land in Fargo and 37 other cities, besides the 50 cities it now serves.

As major airlines such as Republic cut back on service, smaller airlines are filling in.

Big Sky Airlines, a commuter carrier based in Billings, Mont., will replace Republic in two North Dakota cities this week.

Big Sky plans to begin flying round trip between Bismarck and Grand Forks via Devils Lake Thursday when Republic pulls out because it can't make a profit on the route with its big jets.

"We expect to handle the majority of flights in Montana, Wyoming and North Dakota. We expect the larger airlines to concentrate on the bigger markets," said Dan Finley, Big Sky's director of planning and community affairs.



# Libya wants to train 300 aviators at UND

1-27-81 DAKOTA STUDENT  
By NANCY KRIER

Libya needs pilots. And UND has one of the top aviation programs in the United States.

It didn't take Libya long to put two and two together and come up with 300. That is, 300 students it would like to see attend UND for aviation training.

John Odegard, chairman of the UND aviation department, said he met with Ahmed Whaeda, the deputy minister of civil aviation and secretariat for transportation of Libya, to discuss training Libyan pilots at UND.

"They said they were interested and wanted to send 300 aviation students here for aviation program majors in airport management, airport control, and weather modification," said Odegard.

Odegard said he also has been approached by representatives from Jordan who want to send 20 to 30 students to study weather modification at UND.

The Libyan government recently built several airports and air traffic control systems, said Odegard, but had no one qualified to run the facilities.

"But with our aviation enrollment, there's no way to absorb 300 more students," said Odegard. "We'll consider accepting 50 per semester, starting in January of 1982, and possibly accept 35 to 40 students starting in the fall of '81."

These students will be accepted on the condition that the Libyan government provide funds to hire additional faculty and provide for (Please see Aviation, P. 3)

bigger facilities required to handle the increased enrollment. Odegard said this could cost between \$300,000 and \$800,000 per year, which the Libyan government seems willing to pay.

"We would need to add three to five, possibly six additional faculty members," he said. "And we are totally out of space at Gamble Hall. And we have outgrown our facilities at the airport. To get air time, students would have to fly at three and four in the morning—that's the only other place to go."

The Libyan government would have to provide funds for faculty and facilities to ensure that students currently in aviation or who intend to enroll won't be required to shoulder the extra financial burden or have a tougher time getting in the program.

"We would never do anything to jeopardize our own students," said Odegard. "We want to do something that's advantageous to us and beneficial to our students."

The Libyan government is mainly interested in training students in weather modification, said Odegard. Currently, the departments of geography and aviation are working together to

develop a bachelor's degree in weather modification. The degree is on University-Senate's February agenda for approval.

Odegard said the degree's approval may affect the Libyan government's proposal. "It (the degree) would be unique in the country," he said. "It's applied weather modification versus theoretical modification."

Earlier this school year the degree met with some opposition in Curriculum Committee meetings when questions were raised on the degree's funding and sponsorship, and on the lack of communication

between the sponsoring departments.

If UND can't absorb all 300 students, the Libyan government may consider sending them to other schools around the country, and Odegard said he is helping the Libyans examine all alternatives.

Lillian Elsinga, associate dean of students, said this wouldn't be the first time a large group of foreign students has come to study, but it's been a while since the last ones came.

"In the 1950s Orientals came over to the United States," she said. "And after World War II

many Japanese came to America to gain technical skills."

Elsinga said that if a large group of Libyan students is accepted at UND, she would be interested in forming a transition team to help in adjustment.

"When you bring in that number of students, you have to help the transition," she said. "Students in the residence halls have to be aware of Libyan culture. When you have a large number of students in one pocket, there's the possibility of misunderstanding in food and religious practices. You have to develop understanding."

## U, Libya discuss aviation training

1-31-81  
By a Herald Staff Writer

The University of North Dakota aviation department may start training 300 Libyan students next fall if Libya provides the necessary \$300,000 to \$800,000.

John Odegard, chairman of the aviation department, said negotiations were not complete, but that Libya seems willing to pay.

He said the Libyans are interested in meteorology, airport management, air-traffic control and weather modification.

The United States and Libya have had difficult relations. In December 1979, militants sacked the U.S. Embassy in Tripoli. And last July it was disclosed that Billy Carter, brother of then President Jimmy Carter, received \$220,000 from Libya without registering as a foreign agent.

In an editorial in Friday's Dakota Student, UND's student newspaper, Brian Petersen, editor of the paper, raised questions about the ethical implications of training the Libyans.

"The ethical problems stem from the nature of the Libyan government," the editorial said. "Led by megalomaniacal leader Muammer el Qaddafi — a famous supporter of Uganda's Idi Amin — its track record isn't rosy. Libya currently is waging war against neighboring Chad in an attempt to 'unify' the two countries, and it continues to support terrorist organizations around the world — including, some say, operations in the U.S."

"Technical training of students whose country is waging offensive war in itself raises questions. But if there's a chance UND will be training bomber pilots for Libya's Napoleonic Qaddafi, someone should draw the line for Odegard," Petersen said.

Odegard said UND's role is strictly educational.

"I don't think UND is going to be involved in civil war between the countries," he said. "Our mission is strictly to educate the students."

Odegard was contacted early last week by Ahmed Whaeda, Libya's deputy minister of civil aviation and secretariat for transportation. That's when the idea arose.

(Continued from Page 1)

"It came about when I was contacted by Ahmed Whaeda. That probably happened through the Colorado International Corporation, which has worked on weather modification with Libya since 1969," Odegard said.

"The Libyans wanted to train about 300 of their students in meteorology, airport management, air-traffic control and weather modification and they asked them where they could send the students. They (the CIC) told them that the University of North Dakota offers all of that."

Whaeda visited UND last week to discuss the program with Odegard.

Odegard said the 300 students would start at UND at varying times — some as early as next fall, depending on their English language skills.

"They wanted to send 300 students right away," he said. "I said 'no way,' but that if all the right conditions were met and all the money was available, we may be able to start next fall."

About 40 of the Libyan students currently attend college in London, and they speak English. Those students may be accepted next fall, Odegard said. The University of Colorado offered to accept 50 other Libyan students immediately for language training. Those 50 would probably then come to UND for aviation training.

Money would be needed to hire additional faculty and expand facilities, Odegard said.

"Money didn't seem to be a large problem with them," he said. "We haven't decided on what terms or what cost yet. The aviation department is at maximum capacity right now and we wouldn't turn away U.S. students and take foreign students. If we found that there would be enough benefits for all the departments involved and we got enough money to hire more people, we may be able to do it."

Odegard said that not more than 50 students at a time would be accepted.

"One of the conditions would be that they'd pay for all the tuition, fees and flying expenses in cash in advance," he said.

Depending on the number of students, the Libyan government may be paying from \$300,000 to \$800,000 a year to educate the students.

"But I'd expect it could get as high as a million dollars a year," Odegard said.

Odegard said that whether UND's proposed meteorology degree is approved next month by the Legislature and Board of Higher Education has a lot to do with whether the Libyan students would attend UND. The meteorology degree would be essential, he said.

A copyrighted story in Friday's Dakota Student quoted Sen. Mark Andrews, R-N.D., as saying he thinks training the students would be a good thing.

"I think we have to look at what we're doing, and consider relations with the government, but also with the people of Libya," Andrews was quoted as saying. "If we do in fact believe in human rights and dignity when we look at the Third World nations, the have-not nations, then we've got an obligation to impart to those people some of our progress."

The Dakota Student also quoted Sen. Quentin Burdick, D-N.D., as saying the question was over the students obtaining visas.

"I don't think people from unfriendly countries should be allowed to do indirectly what they are not able to do directly," Burdick was quoted as saying.

Burdick and Andrews could not be reached Friday night.

## UND would seek government OK before accepting Libyan students

By Mary Jane Smetanka  
Herald Staff Writer

Education of 300 Libyan students in the aviation program at the University of North Dakota would have to be cleared with the U.S. State Department, UND President Thomas Clifford said Monday.

But Clifford said the university is "a long way off" from any agreement with the Libyans, and said discussion of any deal with Libya is premature.

"If we were to deal with a hostile government, an ethical problem arises and we would clear it with the state department," Clifford said.

"The leaders of the government of Libya have not been particularly kind to the U.S. and its allies. We'd look at that before we made a deal. It's not like dealing with an individual Libyan student; a contract with the govern-

(Continued from Page 1)

ment is entirely different."

Clifford said he has heard little comment from the university community since last week, when the possibility that Libyans might enroll next fall in meteorology, airport management, air-traffic control and weather modification was announced.

Libya and the United States have had rocky relations. The country's president, Mu'ammur al-Qadhafi, opposed Egypt's peace talks with Israel and supported leaders such as Bokassa of Central Africa and Idi Amin of Uganda.

In December 1979, militants attacked the U.S. Embassy in Tripoli. Libya also finances Palestine Arab terrorist groups.

Depending on the number enrolled at UND, educating students could cost the Libyan government \$300,000

airplanes and started crop spraying. Now they're trying to educate people to deal with the technology, Odegard said.

Libya approached UND because it is the only school in the country offering degrees in aviation and airport administration, aeronautics studies, air traffic control, professional flight and flight attendant, Odegard said.

The Libyans were referred to UND by Colorado International Corp., a firm that researches weather modification. Odegard said the company has cooperated with the aviation department on research projects and recommended the Libyans check with UND for aviation training.

Odegard said he has received mostly positive reaction to the possibility that Libyans will enroll at UND.

"The only real question is where they're from and what the leadership of the country is," he said. "No one here is going to toot their horns for Qadhafi. He could be gone next week. And he's not a good indication of what the whole population is."

U.S. Sen. Mark Andrews said UND would not be giving the Libyans military training and said students would learn that "the American system is best."

"I don't know of a better way to show the people of the world what the American way of life has to offer," Andrews said. "They can't help but be impressed."

Andrews said the Libyan contact with UND was a "a whale of a tribute to the aeronautical program."



12A Grand Forks Herald

## Crash

Continued from Page 1

Following his release from the hospital, Van Den Heuvel declined to comment on the accident.

Both students were alone in the planes.

The accident occurred about 4:20 p.m.

John Odegard, chairman of the UND aviation department, said the plane piloted by Van Den Heuvel was gaining altitude after take-off. The planes collided at an altitude of about 800 feet.

Van Den Heuvel was making a touch-and-go landing at the time of the accident, according to Federal Aviation Administration regional authorities from Denver.

Van Den Heuvel was flying a Cessna 182, a four-passenger, single-engine training airplane. Widseth was flying a Cessna 152, a two-passenger, single-engine training airplane.

The accident resulted in the first fatality and injury in the aviation department's 12-year history, Odegard said. He had just returned from a flight to Denver at the time of the accident and was on the scene shortly afterward.

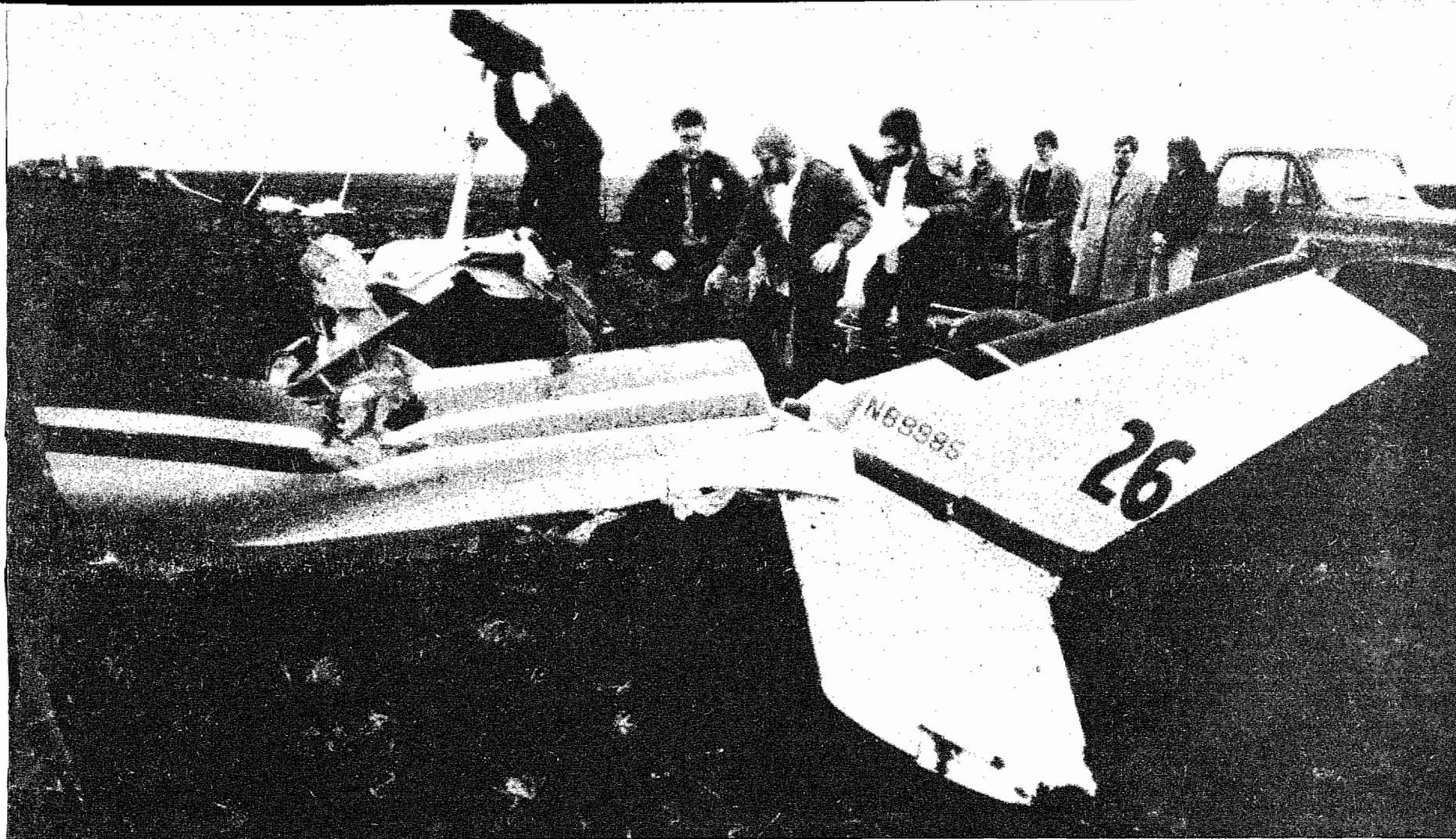
"Something like this is a nightmare I've been living with for 12 years," he said.

"We've had over 200,000 hours of flight training and we've never had an injury until this, including over 40,000 hours last year."

Van Den Heuvel already has a private pilot's license and has completed about three-fourths of the work necessary for a commercial instrument license, Odegard said.

Widseth was making only his second solo flight, Odegard said.

"This poor kid on his second solo flight did everything right. He came right over the airport and reported in (to the control tower)," Odegard said.



Photography: Dean Hanson

Rescue workers prepare to remove the body of UND aviation student Dwight Erik Widseth from an airplane that crashed Tuesday.

# Plane collision kills student

By Stacy Thomas  
Herald Staff Writer 2-18-81

A University of North Dakota student pilot making his second solo flight was killed Tuesday afternoon when the university plane he was flying and another UND airplane collided in the air.

Dead is Dwight Erik Widseth, 18, a freshman aviation student from Crystal, Minn.

A UND aviation student who flew the other plane, Chris Van Den Heuvel, 20, made a crash landing about one mile south of the Grand Forks International Airport runway.

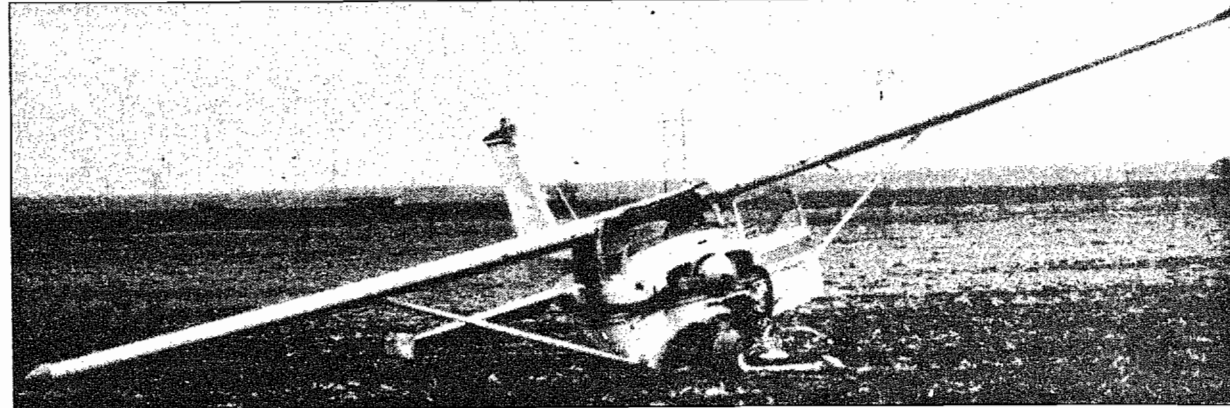
He was treated in the emergency room at The United Hospital for facial scratches and released later Tuesday. Van Den Heuvel is from Grand Rapids, Minn.

A witness, Senior Airman James Bowen of Grand Forks Air Force Base, said he saw the plane piloted by Van Den Heuvel climbing after takeoff. As the plane turned to the west, Bowen said, it collided with the plane piloted by Widseth. He said both planes were headed south.

The plane flown by Widseth broke into several pieces and fell to the ground.

"It just dropped like a rock," said Bowen, who was on U.S. Highway 2 a quarter mile west of the airport.

Other witnesses told authorities the wings of the two planes struck each other. The plane piloted by Widseth



Photography: Vickie Kettlewell

This plane, piloted by UND aviation student Chris Van Den Heuvel, crash landed about a half mile

away from the other plane after the mid-air collision.

plummeted into a muddy field.

The wreckage was strewn across the field just south of U.S. Highway 2 about one-half mile south of the airport.

Witnesses told the North Dakota Highway Patrol that Van Den Heuvel apparently tried to land his plane on Grand Forks County Road 4.

landed just south of the road, about a half mile from where the wreckage of Widseth's plane came down.

Van Den Heuvel walked away from his plane and was taken to the hospital by a passing motorist who saw the accident, according to the Highway Patrol.

He said two blind spots for pilots of the airplanes would have been areas directly overhead and directly beneath their airplanes. Another plane in either location would not be visible to a pilot, he said.

The FAA and the National Transportation Safety Board are investigating the accident. An investigator from the NTSB Denver office, Gary Mucho, arrived in Grand Forks Tuesday night and began his investigation this morning.

Last September an air traffic controller at Grand Forks International Airport resigned, charging that

other controllers there routinely relax air safety standards because of the high volume of airport traffic. Michael Spence, who worked in the FAA tower at the airport for two years, said controllers sometimes fail to enforce FAA standards governing minimum distances between planes, especially with light aircraft doing touch-and-go landings.

About 90 percent of the airport traffic involves UND aviation students. The aviation department has 700 students and about 500 of them are flying in the university's 60 single-en-

gine trainer aircraft.

He said at the time, "If the current attitude toward regulations continues at Grand Forks, I am sure there will eventually be a disaster."

FAA regional officials in Denver, Grand Forks station Robert Burke and Elvin Thomas, head of the air traffic controllers' union here, all denied Spence's allegations at the time.

There were no indications yet whether the conditions described by Spence last September were involved in Tuesday's accident.

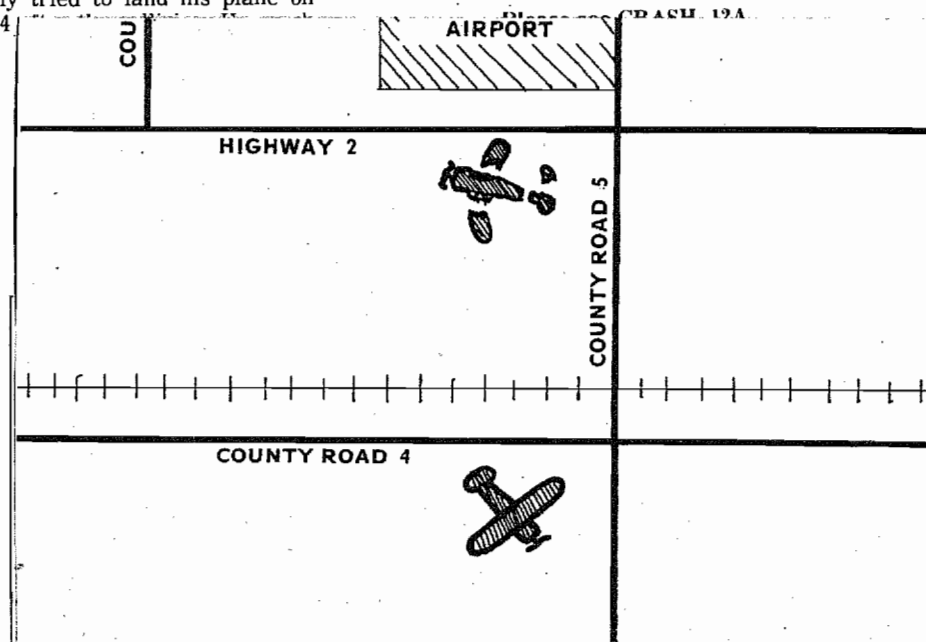


Illustration: Earl Batt

The diagram above shows where the two airplanes that crashed Tuesday near Grand Forks International Airport came to rest. The top aircraft was piloted by Dwight Erik Widseth, a UND student who was killed.



# Pilot may not have seen 2nd plane

By Stacy Thomas  
Herald Staff Writer 2-19-81

The student pilot who flew one of the University of North Dakota airplanes involved in a midair collision that killed one student Tuesday says he doesn't believe he saw the plane he collided with.

Chris Van Den Heuvel, 20, told a federal crash investigator he believes that although he was warned by traffic controllers to watch an aircraft flying above him, he mistook a second airplane for that described by controllers.

The airplane Van Den Heuvel's collided with was flown by Dwight Widseth, 20, of Crystal, Minn. Widseth was killed in the accident. Van Den Heuvel received minor injuries and was able to walk away from his airplane after a crash landing.

The accident occurred Tuesday afternoon immediately south of the Grand Forks International Airport.

Van Den Heuvel's statement was related by Gary Mucho of the National Transportation Safety Board.

Mucho, from the board's Denver office, is conducting the investigation into the accident. He said he has ruled out structural or mechanical failure as causes of the accident.

After interviewing Van Den Heuvel

## Aviation students to discuss accident

The 700 aviation students at the University of North Dakota are scheduled to meet tonight to discuss the midair collision that Tuesday killed one of their own.

John Odegard, chairman of the UND aviation department, said many of the students are deeply upset over the accident that took the life of Dwight Widseth, 18, of Crystal, Minn.

The meeting in the aftermath of the collision of two university airplanes, which also injured another student, is being held "to discuss the psychological aspects of dealing with a traumatic accident like this," Odegard said.

Wednesday, Mucho said Van Den Heuvel acknowledged receiving a message from controllers in the airport's control tower to keep in sight a plane directly overhead.

Van Den Heuvel said he saw a Cessna 152 making a right-hand turn shortly before the accident, Mucho said. Widseth was flying a Cessna 152, but was apparently not turning at the time of the collision, Mucho said.

Widseth died when the aviation department plane he was flying collided with another aviation department plane flown by Chris Van Den Heuvel, 20, of Grand Rapids, Minn. The accident occurred Tuesday afternoon just south of the Grand Forks International Airport. Van Den Heuvel suffered minor injuries and was not hospitalized.

"When a tragedy like this occurs and there is a fatality it affects all (the students) in different ways," Odegard said.

The director of the university's counseling center, Duane Luessenheide, will conduct part of the meeting "to help (the students)

understand some of the reactions they feel," Odegard said.

The meeting is also being held to clarify for students how the accident occurred, Odegard said. It has not been called to announce changes in department training or flight procedures, he said.

The meeting will be at 8 p.m. at the Chester Fritz Auditorium.

Among those asked to participate is Gary Mucho, the National Transportation Safety Board investigator from Denver who is investigating the accident.

— Stacy Thomas

## Federal study of midair plane collision

# Crash investigator will review tower complaint

By Stacy Thomas  
Herald Staff Writer 2-20-81

The federal investigator in charge of the inquiry into the midair collision that took the life of a University of North Dakota aviation student this week said Thursday he was unaware of the resignation of a traffic controller who complained of unsafe control tower practices.

When he was told of the incident, Gary Mucho of the National Transportation Safety Board said he would review the Federal Aviation Administration investigation report that was made following the resignation last September of Michael Spence.

Spence resigned his traffic controller position at the Grand Forks International Airport charging that controllers sometimes allowed airplanes landing and taking off to come closer to one another than permitted in FAA regulations.

A regional FAA official in Denver said in September that Spence's allegations were investigated and found to be "totally unfounded."

UND freshman aviation student Dwight Widseth, 18, died Tuesday afternoon when the university airplane was flying collided with

another UND plane flown by Chris Van Den Heuvel, 20, who is also an aviation student. Van Den Heuvel suffered minor injuries and managed to crash land his airplane relatively intact.

Mucho said that until he was questioned about Spence's resignation Thursday night, he had not heard of the charges of violations of safety standards.

Mucho appeared at a meeting of university aviation students and faculty to discuss the circumstances surrounding the accident.

For about an hour, Mucho answered questions regarding specific facts related to the collision, but he said federal law prohibits him from discussing his conclusions as to the cause of the accident.

Mucho said he was "very impressed" with the aviation department's safety record. The department's maintenance program is also impressive, he said.

He described Widseth and Van Den Heuvel as "two very fine young pilots."

Mucho said earlier reports that the wingtips of the planes collided were incorrect.

The propeller of the plane flown by Van Den Heuvel apparently ripped through the cockpit of the plane flown by Widseth. That happened as the engine cowling of Van Den

Heuvel's plane collided with the right wheel of the plane flown by Widseth, Mucho said.

The plane flown by Van Den Heuvel was climbing away from the airport after takeoff when the collision occurred at an altitude of about 800 feet immediately south of the airport. Widseth was on a nearly parallel course. Both planes were flying in a southerly direction.

Mucho said the propeller of the plane flown by Van Den Heuvel severed the front of the Widseth plane, including the engine and firewall.

Five and one-half inches of the propeller were found in the wreckage of the Widseth plane, which broke into three pieces and plummeted to the ground.

A midair collision, Mucho said, is "very rare and very complicated" to investigate.

He praised Van Den Heuvel's handling of the emergency in managing to land safely. "Hats off to you," he said to Van Den Heuvel, who was at the meeting. "It was a job well done."

Mucho said he has already decided to make two recommendations to improve air safety as a result of his investigation so far. Until the recommendations are acted upon by the Board's Washington, D.C. headquarters,

however, he declined to specify what they are.

Transcripts of the radio transmissions between the control tower and the airplanes involved in the crash will be released in his final report in several months, Mucho said.

John Odegard, the aviation department chairman, told the students that among explanations that could be offered for the accident was that "maybe fate caught up with us, maybe we were a victim of statistics." He cited the 200,000 flying hours he said the department has flown without serious injury prior to the accident.

"But we can't rely on statistics — there doesn't ever have to be a fatality."

The accident, Odegard said, was "a very black mark for us."

Following the meeting Odegard said the national average is one fatality for every 18,000 hours of flight.

"We're not willing to lean back and say that because we've flown such a vast number of hours, we're willing to accept some fatalities," he said.

Odegard said he and George Hammond, the flight operations director of the department, met with Dwight Widseth's mother in Minneapolis Thursday morning when they flew Widseth's body down for a funeral to be held Saturday.

Widseth's father was an Air Force pilot. Odegard said Widseth's mother told him Dwight wanted to follow in his father's footsteps, and loved flying.

He said Mrs. Widseth told him to assure students "that Dwight, like his father, died doing something he truly loved."

Capt. Gary Widseth, Dwight's father, was the copilot of an Air Force KC-135 tanker that crashed in Wichita, Kan., in 1965. He died in the crash.

Duane Luessenheide, director of the university counseling center, advised students to discuss their feelings about the accident openly with one another.

Luessenheide, who is a pilot himself, said there could be emotional aftershocks from a "community tragedy" involving the aviation community at the university.

He said open discussions such as the question-and-answer session with Mucho should help defuse problems students might otherwise have by promoting discussion.

ington, D.C. Mucho said the report could be done in less than two months, but might take longer depending on how quickly information is available.

At the time of the accident, Widseth was returning on his second solo flight from an area southeast of the airport used for practicing flight maneuvers, Mucho said. He said flight instructors indicated that Widseth was

preparing to enter the airport's flight pattern to begin practicing touch-and-go landings.

Two air traffic controllers from Washington, D.C., one from the FAA and one from the NTSB, were to begin reviewing traffic control proceedings at the airport today, Mucho said.

Other areas of the inquiry include interviews with traffic controllers, instructor pilots and witnesses, and a review of touch-and-go takeoff and landing procedures. The training procedures of the aviation department are also under examination, Mucho said.

He stressed that all areas possibly involved in the accident must be explored, and that simply because an area is being investigated is not an indication that it is under special suspicion as a cause of the accident.

Mucho said he expects to finish his on-scene investigation today.

Widseth's father, Air Force Capt. Gary Widseth, died in the fiery crash of an Air Force KC-126 tanker in Wichita, (Kan.) in January 1965. Capt. Widseth was the copilot of the airplane, which crashed shortly after takeoff, killing seven crew members and 23 civilians. He was 26 at the time of the crash.

Dwight Widseth's older brother Christopher is enrolled at the Air Force Academy in Colorado Springs, Colo.



# Local officials unsure what Reagan cuts will mean

By Sue Ellyn Scaletta  
Herald Staff Writer

President Reagan's speech to the nation Wednesday may have shed some light on his plans for cutting federal spending — but local officials say they are still in the dark about how it will affect specific programs.

They speculate that higher bus, train and air travel fares could result from major reductions in grants to mass transit systems. Highway department cuts may jeopardize promised funding for the Columbia Road overpass.

And grants to help finance sewer separation projects ordered by the Environmental Protection Agency could be lost.

But they only speculate — and stress that they just don't know much yet.

In the public works department, for instance, Grand Forks City Engineer Frank Orthmeyer puzzled over proposed cuts in EPA and UMTA grants.

"I'm pretty sure the grants for the lagoon expansion and lift stations are safe," he said.

He was referring to \$9.2 million the EPA is paying as 75 percent of a project to double the size of the city's sewage treatment lagoon. "About 80 percent of that money has already been paid to us," he said. "And the rest has already been appropriated."

The project includes new lift stations to route wastewater to the lagoon and a main drain line through which purified wastewater is returned to the Red River.

Orthmeyer was less certain about the fate of \$10 million the EPA has promised to help the city complete a separation of storm and sanitary sewers. The EPA ordered the work and promised to help pay for it.

Last week the EPA awarded the city a promised \$560,000 grant to fund engineering and design of the sewer separation project. But most of the cost will come from construction in 1982 — when Reagan wants to discontinue EPA grants for water treatment.

Orthmeyer said he thinks wastewater treatment is a different category — and crossed his fingers.

## TRANSPORTATION

Major reductions in grants for mass transit systems would mean no new commitments for railway construction, no replacement of rail or bus equipment, and elimination of the urban initiatives program that helped Grand Forks obtain six new buses and new shelters last year.

About \$1.2 million in money already appropriated has been earmarked for a new storage facility in Grand Forks to house those buses, Orthmeyer said. "But we sure won't be getting any money to improve or expand the system in the future," he said.

That, he said, probably would mean higher fares to help pay rising fuel and other operating costs.

Elimination of Local Rail Service Assistance programs and a 40 percent cut in AM-TRAK subsidies would mean rail passengers will pay more for their tickets. Hardest hit by

that locally would be University of North Dakota students who are most frequent users of the system.

Money promised for construction at the Grand Forks International Airport is in doubt, too. Higher air fares could result if the grants don't materialize.

At stake are grants totalling \$523,000 for apron reconstruction and new runway lighting and \$2.5 million appropriated last year by Congress for runway construction and other work in preparation for a new passenger terminal.

Airport manager Norman Midboe explained that although the funds have been appropriated, a knot in the bureaucratic red tape is blocking distribution of the money. "The ten-year program for airport development and improvement that began in 1970 expired last September," Midboe said. "Until they approve a new program enabling expenditure of those funds they (the funds) are just in limbo."

Reagan wants to trim federal commitments to airport construction by \$1.3 billion — so Congress may not pass the necessary legislation.

In that event, Midboe said, some other way of paying for the needed work would have to be found. He speculated that Congress might re-authorize local airports to collect boarding fees from passengers — once common practice but discontinued when the Federal Aviation Administration began helping local airports play their operating costs.

Or airports might have to raise their charges to airlines — which the passenger would ultimately pay in higher fares.

## HIGHWAY IMPROVEMENTS

City Planner Robert Bushfield shuddered when told that one option Reagan has suggested for whittling \$2.1 billion from the federal Highway Department budget is to do away with funds for the urban system.

"That's where the state would get the money to pay its half of the Columbia Road overpass," Bushfield said.

The North Dakota Highway Department has agreed to pay half the cost of the \$12.2 million project. Grand Forks city government would pay the other half with bonds it already has issued and with highway users taxes it receives every year.

State Highway Commissioner Walter Hjelle was more worried about other federal action that might be forthcoming.

He said "drastic reductions" are possible in the program through which the state receives money for construction and maintenance of the highway system.

"Last year," he said, "We received \$3.1 million for maintenance and about \$16.8 million for construction — a total of \$19.7 million. They are talking about only funding the maintenance part. Under that we'd get about \$7 million next year."

Hjelle said the changes would mean the money that paid for work on interstate highways and primary roads throughout the state no longer could be used for urban and rural road improvements.

"And there is a great need in North Dakota for highway funding because of the tremendous growth in coal and gas production in the western part of the state," he said.

Elimination of the urban systems money also would terminate a program under which urban planning departments receive money. Bushfield said about half the Grand Forks planning department budget comes from federal sources.

## COMMUNITY DEVELOPMENT

No cuts have been mentioned in the program that helps low-income families in Grand Forks pay their special assessments for sewer separation projects, pays for nursing home expansions and funds community improvements.

But Reagan does want to do away with several other programs and pay for the activities they funded with Community Development block grants. The catch is that no increase in such money has been mentioned.

Targeted for elimination are Urban Development Action Grants and the Economic Development Administration program as well as the rehabilitation loan program for low-income families.

Local Community Development director Royce LaGrave said Grand Forks doesn't participate in any of those programs so about \$623,000 already earmarked for 15 projects next year won't be affected.

## Farmers upset

# More talks scheduled on road fuss

Nobody notified Rye Township officials when a Grand Forks International Airport expansion expanded onto their road.

The City Council's public safety committee conceded that much Monday — and said the city will consider paying the township for the oversight. But neither side would offer a settlement figure so attorneys and city officials were told to negotiate and come back to talk money.

The new taxiway installed last summer bisected the township access road to U.S. Highway 2. Now a circuitous extra mile — along rutted back trails — is necessary for Ray and Ralph Dubuque and some other township farmers to get to their land.

They asked the township board to improve those backroads — which become impassable in wet weather. The township board of supervisors was willing — but not financially able, it said. So the board is asking the City Council for some compensation.

The money, board chairman Henry Stromsodt said, would be used to repair the other access roads.

"We just want to be able to get to our land," Stromsodt said. "We aren't greedy. It's just that nobody even notified us."

The officials are supposed to return with a proposed settlement when the committee meets again on March 9.

'We just want to be able to get to our land. We aren't greedy. It's just that nobody even notified us.'

— Henry Stromsodt  
Rye Township chairman

In other action, the Council approved the budgeted expenditure of \$25,850 to purchase an X-ray scanner for use at Grand Forks International Airport. The scanning device will be used instead of hand searching baggage for suspicious or dangerous articles being taken aboard aircraft. Airport Manager Norman Midboe said he will be seeking reimbursement from the Federal Aviation Administration.

## Boardings surpass prediction

By Darrèl Koehler  
Herald Staff Writer 2-24-81

Passenger boardings on the new air route between Grand Forks and Bismarck, via Devils Lake, have exceeded expectations.

Harold G. Vavra, director of the North Dakota Aeronautics Commission in Bismarck, said Big Sky Airlines Service flights have averaged about eight passengers per flight. The plane can carry 17 passengers.

Vavra said the boardings are higher than expected because Republic Airlines guaranteed Big Sky a minimum of five passengers per day when it took over the route.

Service over the route began about a month ago. An afternoon round trip is provided Sunday through Friday between Grand Forks and Bismarck. Saturday service is provided between Devils Lake and Bismarck.

The plane leaves Bismarck at 3:06 p.m., arriving in Devils Lake at 3:41 p.m. and in Grand Forks at 4:15 p.m. The return flight leaves Grand Forks at 4:30 p.m., arrives in Devils Lake at 4:55 p.m. and in Bismarck at 5:40 p.m.

Most of the passengers are traveling between Grand Forks and Bismarck, many of them traveling to the current legislative session, Vavra said.

Vavra said the passengers out of Devils Lake have been few because Republic still runs a line to Minneapolis. "Devils Lake isn't really contributing to the Big Sky ridership totals yet. When Big Sky is the sole operator, the totals will climb," Vavra said.

Big Sky then would feed passengers to other carriers at both the Grand Forks and Bismarck airports.

Big Sky is currently running the route on an interim service, contracted from Republic. Big Sky was the only applicant for subsidized air service to Devils Lake. The Civil Aeronautics Board (CAB) should make a decision on granting the subsidized route to Big Sky in the next 60 days, Vavra said.

Business in the western part of North Dakota, which Big Sky began in July of 1980, has been excellent. The company, based in Billings, Mont., set a record for both passengers and air freight in February at Bismarck, Dickinson and Williston. A total of 3,895 passengers and 77,895 pounds of air freight were handled.



## Air service by Big Sky welcome here

The addition of a second daily round trip flight soon between Grand Forks and Bismarck, via Devils Lake, by Big Sky Airlines is welcome here.

The commuter line, which has replaced Republic on the Grand Forks-Bismarck route, will reinstate the possibility for local citizens to travel to the state capital, conduct their business, and return on a single day. It is a convenience to those who formerly had to sandwich their business between long automobile drives to avoid spending two days on the mission.

The early morning departure could be more convenient for local citizens, but it is vital to Devils Lake passengers. It gives them convenient connections with major airlines to continue their travels to other destinations.

Commuter airlines are the wave of the future for cities such as Devils Lake and our near neighbor is fortunate to be getting in on the ground floor.

## Officials doubt need to increase city budget levy

By Sue Ellyn Scaletta  
Herald Staff Writer

The city may ask Grand Forks residents for 25 percent more in property taxes.

City Auditor Don Tingum says that's because the city is budgeting for 18 months instead of 12 to comply with a state directive for a calendar-year budget.

But Grand Forks State Rep. Earl Strinden and a state auditor's office official question that reasoning.

Most of the city's taxes and other income comes in between March and May of each year. Those months will only fall into the budget period once. Thus, said City Auditor Donald Tingum, the city must collect enough in 1981 taxes to last 18 months.

City property taxes then would drop in January 1983, Tingum said. "It's simply a cash flow bind we are in," Tingum said.

Strinden disagrees. "The city will have some income during that period," he said. "And it could borrow against anticipated tax collections. I suspect the city has been deficit spending and is using this to cover its tracks."

State audit supervisor Wayne Hokenson said his office knows of no discrepancies in the Grand Forks city books, but doesn't believe a mill hike is needed.

"I can't go along with the contention that going to a calendar-year budget is a justification for asking the taxpayers for ten extra mills," he said. "It sounds like they may be putting the shaft to the taxpayers."

Tingum said the city would need to collect about 49 to 51 mills from property owners to meet the 18-month general fund, which will be \$10 million by

current estimates.

The city levied 41 mills last year. A mill costs Grand Forks property owners about 55 cents for every \$1,000 in property value.

Estimated expenditures for the first 12 months of the budget period are about \$6.4 million, compared to \$6.2 million in the present budget year.

Council committees this week have been reviewing requests for maintenance and operating funds totaling \$2.4 million for the next 18 months from the department heads. About \$598,000 requested for capital purchases also is being examined.

Committee recommendations are like those of Mayor H.C. Wessman and would leave about \$2.3 million in maintenance and operating and \$165,000 for capital purchases over the budget period.

About 26 percent of the general fund is financed by property taxes. The rest comes from the city's share of cigarette and highway taxes from the state and from city-produced income like license fees.

The city collects only about 20 percent of the property taxes paid by city residents. The mill-rate increase may be offset by an expected drop in school taxes — which account for more than half the total.

The Legislature has required municipalities to go to the calendar year budget by 1983.

Tingum said it probably would be better to go ahead with the one-time only increase. "Then we can get this over with and let things settle back down," he said.

Wessman suggested that because Grand Forks is a home-rule city, it might be able to delay the change.

### LEGAL NOTICES

**ADVERTISEMENT FOR BIDS**  
PROJECT: Storage Hangar, Grand Forks International Airport, Grand Forks, North Dakota  
OWNER: Alumni Association and UND Foundation

BID CLOSE: 23 June 1981  
ARCHITECT: CPS, LTD., Box 698, 12 North 4th Street, Grand Forks, North Dakota 58201, Phone: (701) 746-7459; FLOAN-SANDERS, INC., 123 17th St. N.E., East Grand Forks, Minnesota 56721, Phone: (218) 773-1185

PROJECT: The Owner will receive sealed bids for the construction of the new Storage Hangar Building. The building attaches to an existing hangar with a ground cover of approximately 10,300 square feet, in accordance with Drawings and Specifications prepared by the Architect and Consultants.

TYPES OF BIDS: Single bids covering all divisions of the work.  
BID TIME: Bids must be received before 10:00 A.M. CDST on Tuesday the 23rd day of June, 1981 and will be opened at that time and read publicly.

PLACE OF OPENING: Bids will be opened in Room 305, Twamley Hall, University of North Dakota, Grand Forks, North Dakota.

OBTAINING DOCUMENTS: Drawings and specifications may be examined at the office of the Architect or the Owner and: Dodge Plan Room & Scan in Minneapolis - Minnesota Builders Exchange in Minneapolis and St. Paul - North Dakota Builders Exchange in Fargo and Grand Forks.

Copies of the above documents may be obtained by bidder from the Architect for \$50.00 deposit per set. One half of the deposit will be returned if the documents are returned in good condition within 10 days of the bid opening.

BID SECURITY: Bid Security in the amount of five percent of the bid must accompany each Bid in accord with the instructions to Bidders, in the form of a Bid Bond. The Bid Bond shall be in a separate envelope and identified to the Bid it accompanies.

The OWNER reserves the right to hold all bids for a period of sixty (60) days after the date fixed for the opening thereof, and to reject any and all bids, and to waive any other formalities or irregularities.  
(June 11, 1981)

## Air traffic controller strike nears; no talks set

WASHINGTON (AP) — Air traffic controllers seeking \$10,000-a-year pay raises are a week away from a threatened strike that could paralyze the nation's airline service, and no new contract talks are scheduled.

Contract talks between the Federal Aviation Administration and the Professional Air Traffic Controllers Organization broke down here April 28 in a dispute over wages and working hours and have not resumed since.

In a telephone interview

### Strike may not halt GF air traffic

Traffic at the Grand Forks International Airport would not come to a standstill if air traffic controllers strike as their union has warned.

Manager of Airport Operations Tom Breton said temporary plans have been drawn which would allow continued, although reduced, service.

Congestion at the nation's larger airports like Chicago's and Minneapolis' could mean flights arriving in Grand Forks could be cut back to two daily, Breton said.

The traffic controllers' tower chief and two supervisors would remain on duty as controllers, Breton said, even if the members of the Professional Air Traffic Controllers Organization began striking June 22 as has been threatened.

late last week, union president Robert Poli repeated his threat to call the nation's 15,000 controllers off the

job beginning with the day shift June 22 if no contract settlement has been reached.

But Poli also said he stands ready to return to the bargaining table. "I have indicated I am willing to sit down," he said, "but the clock is running out." He accused the FAA of sending out "confusing signals."

FAA spokesman Dennis Feldman said the agency "remains willing to negotiate within the framework of the law." He said he was referring to PATCO's demands for \$10,000-a-year pay raises and a 32-hour work week for its members, "which we don't have the statutory power to give them."

### Republic adds new flights

Republic Airlines announced it has added flights from Grand Forks to Kansas City and Dallas-Fort Worth. The schedule goes into effect Saturday.

Republic representative Kay Knudsen said the flights tie into the airline's Minneapolis service.

The new flights will leave

Grand Forks daily at 7:15 a.m. and 3:30 p.m.

Those additions mean Republic has four daily departures from Grand Forks. Flights leave for Chicago, Houston, Minneapolis-St. Paul, Minot, Grand Rapids, Mich., with connecting flights to Atlanta, Denver, Detroit, Las Vegas, Memphis and other cities.



# RELATIVE

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North Dakota Aeronautics Commission



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## Controllers have come to expect unexpected while pulling duty at Grand Forks

By SUE RETKA

The popular press image of a controller is a chain smoking, grim, pressured individual intensely watching a radar screen. The view from within the Grand Forks tower is vastly different.



On a sunny summer afternoon, the controllers were relaxed and in good spirits. The morning rush had let up, and there was time to chat. Tower chief, Bob Burke, and the four controllers on duty welcomed this pilot-writer.

There was an easy flow to the conversation. The banter was light, the teasing was friendly. In mid-sentence, the local controller would give the occasional airplane instructions, and continue talking. Yet, while things were slow, and the conversation

Controllers come from all over the United States to gain experience working in the Grand Forks tower. The Grand Forks assignment is considered as an opportunity for learning. That experience on this day included working with this PBX World War II vintage plane. The tower staff took a short course in that plane's design and construction as they asked questions such as 'what are those two wire loops...?'

continued, all the controllers kept a steady watch on the airspace around the airport.

Grand Forks controllers have come to expect the unexpected. Approximately 80 percent of their traffic is student pilots, mostly from the University of North Dakota (UND). Their day ebbs and flows around the UND flying schedule.

During the summer months, the University flies from 6 a.m. to 1 p.m., then shuts down during the afternoon

Continued On Page 2

## Controller strike averted

By Patricia J. Estes

The Federal Aviation Administration, the White House, the airlines, the network of airports and even the airways passengers all geared up for strike contingency plans as the Professional Air Traffic Controllers Organization President (PATCO) Robert Poli kept announcing a June 22 nationwide strike was a sure shot.

Late June 21, as the clocks edged toward June 22 and the predicted 7 a.m. EDT walkout, Poli announced the strike vote was only a formality, according to Associated Press (AP) reports.

But when 7 a.m. rolled around, the nation's taxiways were still the usual scene of arriving and departing planes carrying an average of 812,000 daily passengers. Since June is one of the two busiest months for the airlines, the pending strike would have snarled traffic seriously.

An 80% approval by union members was necessary for the PATCO strike and when the tally was complete, only 75% were reported willing to walk out and risk the possible imposition of civil and criminal penalties.

A 1970 permanent injunction prohibits the 14,800 union members from striking. In all the strike would have affected a force of 17,000 controllers.

That injunction was upheld again in 1978, during a four day PATCO slowdown, recalled N.D. Commissioner of Aeronautics Harold Vavra.

Judge Thomas Platt of the federal district court in New York issued the

an organization of scheduled airlines. Reinforcing this strike prohibition, Vavra noted, is the federal law which prohibits federal employees form striking. The controllers are federal employees.

The Reagan Administration had said it would not tolerate an illegal strike and would seek civil and criminal penalties should a walkout occur. As federal employees, air controllers faced a maximum criminal penalty of \$100 fines and one year in jail for striking, according to AP. However, that penalty had never been enforced. Civil penalties for violating the federal injunctions could range into the tens of thousands of dollars a day.

At issue was a contract sought by PATCO totalling \$770 million versus a government offer of a contract worth \$40 million.

The union had sought \$10,000 raises for the controllers, who average \$34,000 a year with a low of \$20,500 and a high of \$49,200. The union contract would have lifted the average wage to between \$45,000 and \$47,000 with a high of \$59,000, according to union officials estimates.

Media reports reflected the public stance of PATCO that the package was a firm item in the negotiations. That package included a reduced work week from 40 to 32 hours, increased pension benefits and the across the board pay increase.

As marathon talks were conducted at the Federal Mediation and Conciliation Service in Washington, D.C. with federal mediator Kenneth Moffett participating, the FAA seared up to

'worst case' situation where all PATCO members would strike.

In that case FAA was prepared to handle about 25 percent of the average air traffic levels with supervisory personnel who would stay on the job.

Such personnel, Vavra said, constitutes about 15 percent of the average controller work force and would likely have been used on a 10 hour shift, six days per week schedule.

FAA had plans to fly supervisory personnel to staff key air traffic control facilities if severe staffing problems developed. The contingency plan favored long haul scheduled flights of over 500 miles rather than short haul nonscheduled operations.

The National Business Aircraft Association had predicted that such a strike would have totally disrupted general aviation flights for at least the first 24 hours into and out of controlled airports. The air traffic system would have been reasonably confused for the first 72 hours, Vavra predicted.

The Commuter Airline Association of America advised members to set up individual contingency plans and to contact regional facility chiefs to insure coordination. That association was ready to operate a special information system for its members.

FAA Administrator J. Lynn Helms sent a letter to all air traffic controllers in May warning that the government "will have no alternative but to vigorously pursue all remedies available to it to bring any unlawful action to an end."

Use of 400 military controllers was mentioned publicly as part of the

Over the weekend travelers jammed the airports to get home before the strike while others disrupted travel plans, canceling planned trips.

A delegation of members of the North Dakota Press Women, attending a convention in Philadelphia, arrived at the airport, Sunday, June 21, over three hours before planned departure.

Upon arrival the airline offered to seat them on an earlier flight, scheduled to depart in less than a half hour. That delegation accepted that invitation and upon boarding the plane discovered one passenger flying home as much as seven hours ahead of schedule.

During installation of new officers at the convention, the newly elected President, D.J. Cline, of South Dakota State University, Brookings, reported her husband, on a temporary business trip to Des Moines, Ia., could not join her. He could get flights out but non returning and like other business travelers, according to AP reports, opted to just skip this trip.

While reports focused on the dramatic economic impact of such a strike, no public assessment has been made yet of the taxpayers cost of having to bear the brunt of necessary FAA contingency planning.

Also unresearched are the costs in money and inconvenience to business and pleasure travelers who disrupted plans based on the looming strike. Various air industry related associations also invested time and money into efforts to prepare to cope with the burden of such a strike.

On Friday night June 10 Trans-



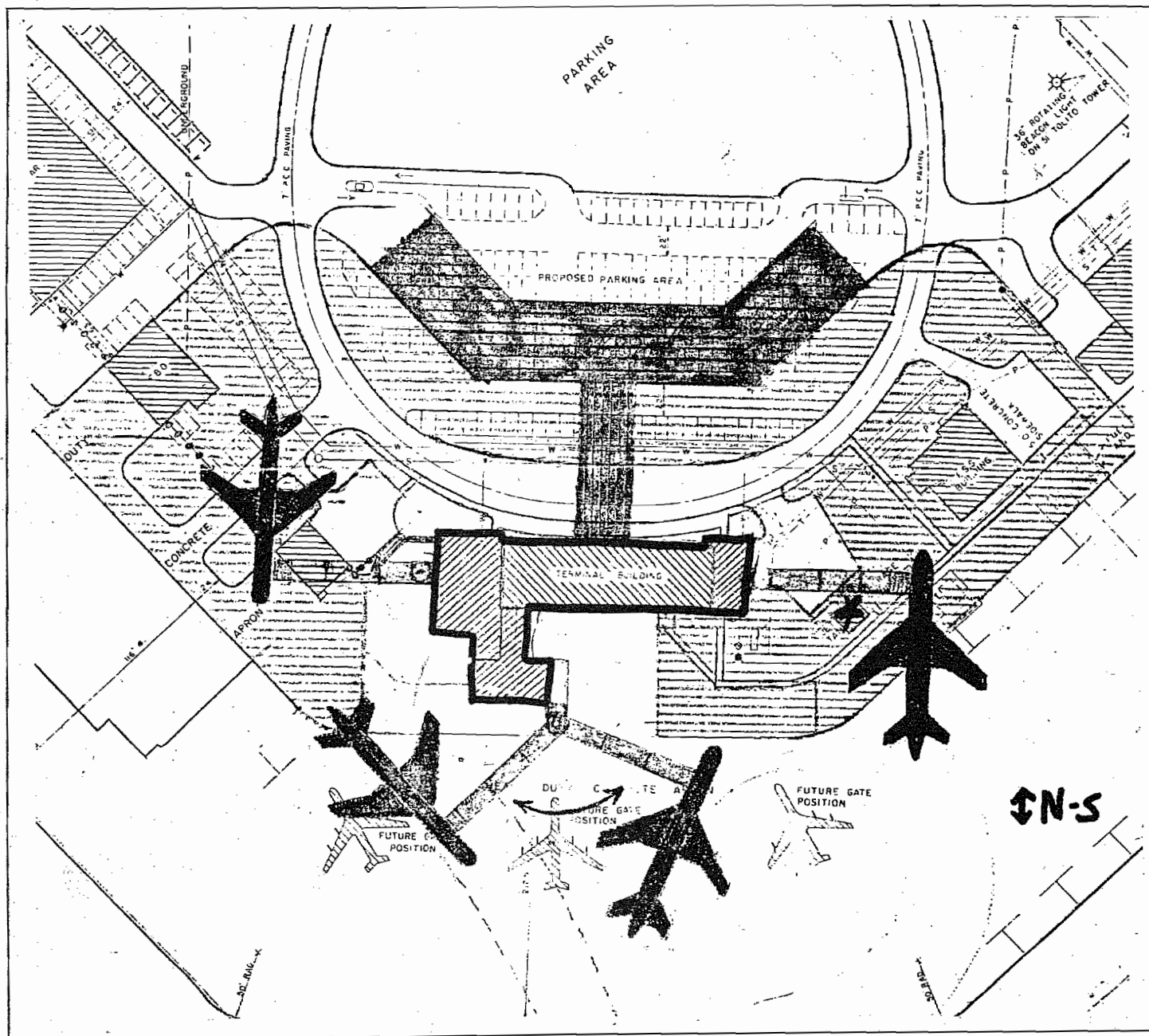
Airports are presently without federal aid, because the

The Grand Forks International Airport (called international because it is a port of en-

Airport planning is complex, since air traffic is hard to compute. There were about 72,000 boardings in the last fiscal year (July 1 to June 30, same as the city), but more than 91,000 the previous year. Midboe at-

About 75 percent of the landings and take-offs at the airport are by student pilots, who bought 203,500 gallons of gas last year. Midboe said the more students in the program, the

A controllers strike would have had more effect on the airport as a whole, however, probably shutting off all airline flights except one daily to and from Minneapolis.



*minimal would have second level loading added. The control tower is marked with a star.*

*minimal would have second level loading added. The control tower is marked with a star.*



# Controllers

## by wide margin

★ Grand Forks

WASHINGTON (AP) — Union officials said Tuesday that early returns show air traffic controllers have "overwhelmingly" rejected a tentative contract.

Some union leaders declared a strike inevitable if the government does not come up with more money.

The administration offered no indication it would do that. Transportation Secretary Drew Lewis has said repeatedly the controllers would be given nothing beyond the \$40 million package of wages and benefits tentatively agreed upon last month.

Lewis did leave room for reworking the package to meet some demands of the controllers. A spokesman for Lewis said Tuesday the government's position has not changed.

The long-awaited ratification vote on the three-year contract was being counted at the Professional Air Traffic Controller Organization's headquarters here. Union spokeswoman Marcia Feldman said official results would not be announced until today, but that it was clear the vote would be "overwhelmingly" against the contract.

In some regions of the country the rejection was as high as 95 percent, with some facilities reporting unanimous disapproval, according to several other union officials. Domenic Torchia, a regional vice president, said the vote in his western region was about 2,200 to 50 against the pact.

He and a number of other members of the union's executive board said in

interviews that the government will have to come up with additional money or face a strike, probably in early August.

The benefits within the \$40 million can not be reshuffled to meet the demands of the controllers, said George Brandon, vice president for the southwest region. Larry Phillips, the vice president for the Great Lakes region, also said the government offer "won't do it. We've got to have more money."

Union president Robert E. Poli, who initialed the tentative agreement June 22, but later joined the other members of the union's executive board to recommend the pact's rejection, has been traveling around the country assessing the support for a strike.

Poli could not be reached Tuesday.

Union officials said that once the tentative agreement is officially turned down Poli will ask the administration to reopen contract talks. Lewis has said he will be willing to resume the discussion.

The union has not set a strike deadline. New talks are not expected to begin until next week, union and government sources said.

But some union leaders indicated that without new government concessions, the talks are unlikely to last long. "Just about everything's been said that's going to be said and I don't see it going very far into August," said Gary Eads, who represents the central region on the union's executive board.

One scenario calls for waiting until after Aug. 7 to begin a walkout be-

cause that is the day Congress, which has final say on the controllers' wage agreement, adjourns and hundreds of congressmen will be seeking air transportation out of Washington.

A strike would be illegal because the controllers, who are part of the Federal Aviation Administration, are government employees. Lewis and FAA Administrator J. Lynn Helms have said the government will seek both civil and criminal penalties against strikers.

A strike could ground half of the nation's air traffic and cost the airline industry up to \$100 million a day as well as strand or delay tens of thousands of air travelers.

But a walkout also could be costly

for the union, which represents 15,000 of the 17,000 controllers. In addition to facing possible heavy fines and criminal prosecution, the union could face decertification for engaging in an illegal strike.

But Poli has said those possibilities will not deter him from calling a walkout if no progress is made.

The government says the tentative agreement reached June 22 would mean an average 6.6 percent annual increase in wages and benefits for three years in addition to the normal wage hike — expected to be 4.8 percent this year — for all government employees.

The controllers earn an average of about \$34,000 a year with a low of \$20,500 and a high of \$49,200.

ment.

The pact, however, did not reduce the controllers' 40-hour work week, an issue that many controllers have characterized as essential. The controllers wanted a reduction of the work week to 32 hours, which the FAA estimates would require the hiring of 3,000 additional controllers.

The 17,000 controllers, who direct air traffic from 23 regional centers and more than 500 airports, earn an average of \$34,000 a year — from a low of \$22,500 to a high of \$49,200, depending on years of service and air traffic density.

In Grand Forks, International Airport manager Norman Midboe said the airport would follow a plan made when controllers threatened to strike in June.

If Grand Forks' 10 traffic controllers strike Monday, two supervisory people probably would man the control tower. They are control tower chief Robert Burke and team supervisor Lee Graf.

The tower is usually manned from 6 a.m. to 10 p.m. Those hours might have to be reduced if controllers did strike. An employee for one of the airlines at the airport, who would not give his name, said the strike probably would most affect larger airports but not traffic from small regional airports.

## Controllers set strike for Monday

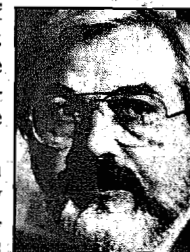
WASHINGTON (AP) — Air traffic controllers said Friday they will walk off their jobs Monday unless the government improves its contract offer to their satisfaction.

Federal mediator Kenneth Moffett said the parties were "light years apart" after a brief meeting. Moffett said he saw little chance of a settlement during the weekend.

Transportation Secretary Drew Lewis characterized the controllers' union's demands as "shocking." He said a preliminary analysis showed they would cost the government more than \$600 million. The government has said it will go no higher than \$40 million.

A strike would ground about half the nation's commercial air traffic.

Robert E. Poli, president of the Professional Air Traffic Controllers Organization, said earlier Friday that unless a new contract is settled over the weekend, a strike will begin at 7 a.m. Monday. He said he is confident the 15,000 union members will back a strike vote scheduled at midnight Sunday.



Poli

Poli and Lewis met — with Moffett present — for about 20 minutes, but it was clear little progress was made. A request by Lewis to extend the strike deadline by a week to allow more time for bargaining was rejected.

The talks were to resume this morning.

Lewis said the union's demands would be more closely examined Friday night. Before meeting with Poli, he accused the union of being "unfair and irresponsible" in calling a strike deadline on such short notice.

Implying the administration would take a hard line against the controllers, Lewis said: "At a time when President Reagan and Congress are working strenuously to control federal spending and reduce inflation... we cannot yield to demands that would contradict all our best efforts for reasonable and sensible fiscal policy."

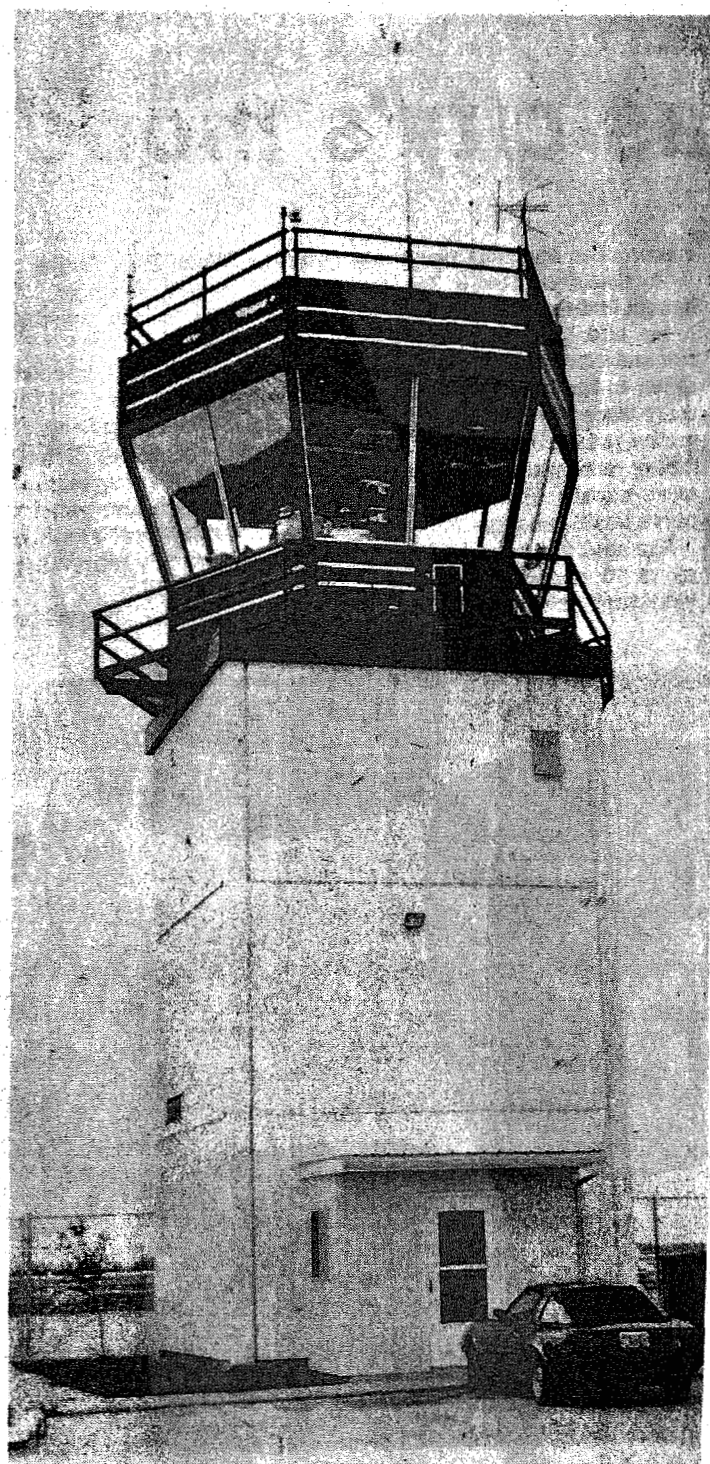
The airline industry estimates that a strike would cost the economy \$250 million daily and the airlines \$80 million to \$100 million a day. Various airlines reported losses of \$2 million to \$14 million as a result of cancellations caused by the threatened strike last month.

The Federal Aviation Administration's strike contingency plan would allow about half of the commercial jetliners to fly with the use of supervisors and 2,000 non-union controllers. Top priority would be given to international, military and domestic long-distance flights.

Commercial flights of less than 500 miles would be hardest hit. Many commuter flights as well as general aviation aircraft using the air traffic control system would be grounded. Those general aviation aircraft that do not fly with instruments would not be affected.

There was no immediate comment from the administration, which has promised to deal swiftly if the controllers walk out. A strike is illegal and Lewis has said he is prepared to seek criminal and civil penalties.

The tentative agreement reached June 22 called for an average increase in wages and benefits of 6.6 percent on top of a 4.8 percent pay hike being given to all government employees, according to the govern-



### Airport control tower...

Air traffic controllers almost went on strike recently, which would have closed the Grand Forks International Airport except for one flight to Minneapolis and some UND traffic. The control tower is located just south of the terminal building. (Photo by Jean Brodshaug)



# Controllers, FAA 'still miles apart'

8-2-81

WASHINGTON (AP) — The prospect of a nationwide air traffic controllers strike increased Saturday.

The strike deadline is 7 a.m. EDT Monday.

The two sides broke off their talks after meeting only about 30 minutes Saturday but were to resume negotiations today.

"We're still miles apart and there hasn't been much bargaining," federal mediator Kenneth Moffett said. "I'm not very hopeful right now."

White House spokesman David R. Gergen said President Reagan "wants to do everything possible to avoid a strike, within the context of a fair settlement."



Moffett

Transportation Secretary Drew Lewis called the union's demands "excessive" and said the union package would cost the government \$681 million a year and amount to almost \$39,000 in wages and benefits for each controller.

"These demands ... are nothing short of outrageous," Lewis said. "We cannot yield to, or even entertain, such demands." He called the union proposal "an affront to the American public."

The government's wage offer amounts to \$40 million a year. Lewis said he was not budging from that figure. He said military controllers and supervisory workers were prepared to direct the nation's air traffic if the controllers walk off their jobs.

Robert E. Poli, president of the Professional Air Traffic Controllers Organization, was asked Saturday what the union's estimate of the cost to the gov-

ernment would be if its demands were granted. He did not answer. Lewis has said the union's estimate is \$490 million.

A strike by the controllers could ground half of the nation's air traffic, particularly flights of less than 500 miles, play havoc with air travelers and cost the economy tens of millions of dollars a day.

Car rental agencies, bus lines and Amtrak were preparing for a rush of business.

Poli said he was still awaiting a counterproposal from the government, but he said he doubted a strike could be avoided.

"The outlook right now isn't good," Poli said.

The Federal Aviation Administration for months has been working on a contingency plan in case of a strike. Initially, airlines would reduce flights

at 23 of the country's biggest airports, but once the controller work force was cut by 50 percent a more drastic emergency plan would go into effect.

Under the plan, flights of more than 500 miles would be given priority and short-haul flights could be drastically reduced. Overall, the FAA says, as many as half of the commercial regularly scheduled flights could be grounded.

The controller union's Monday strike deadline, announced at a news conference Friday, caught most airlines, travelers and Reagan administration officials by surprise.

On Friday, Lewis sought a week's extension, saying a three-day deadline was "unfair and irresponsible." But Poli rejected the request for a delay and said Saturday the Monday deadline remains in effect.

Of the 15,000 PATCO members, 95

percent voted to reject the government's proposed contract. Elvin Thomas, president of PATCO's local in Grand Forks, said all 10 controllers at Grand Forks International Airport voted to reject the proposal. If there is a national walkout, they plan to join it, Thomas said.

The controllers' main demands are for a reduction in the 40-hour work week, increased retirement benefits and additional pay increases.

The government's offer rejected by the union's rank and file called for increases that Lewis said amounts to an additional 6.6 percent in wages and benefits a year over three years. In addition the controllers would get a 4.8 percent pay increase expected to be given to all government employees this year.

## Controllers strike looms

### 'Serious negotiations' under way

WASHINGTON (AP) — Air traffic controllers and the government gave the first indication of serious bargaining early today as they attempted to avert a strike.

"Serious negotiations" were under way, said B.J. Yount, a spokeswoman for the Federal Mediation and Conciliation Service. But she could not say whether there was movement toward a settlement.

The strike target was 7 a.m. EDT today.

#### Contingency plans: 8A

The assessment was a sharp contrast to earlier claims Sunday night from all sides that no progress was being made.

Meanwhile, controllers across much of the country began a strike vote, ac-

cording to union spokeswoman Marcia Feldman.

Avoiding a strike seemed "almost impossible unless we get an extension," Transportation Secretary Drew Lewis had said during an evening break in the talks. "Nothing has been accomplished."

Alluding to the fact the two sides were more than \$600 million apart in their proposals, Lewis said, "When you're 17 times apart it's fruitless to negotiate."

Lewis said he briefed President Reagan on the talks earlier in the day and was told by the president to come down "with the full force of the Justice Department" against any striking controllers. He said the president also instructed him to cut off negotiations if a strike is called and said there would be no amnesty for strikers.

A controllers strike could ground

government employees from striking. The union also could face heavy fines for violating an injunction against a strike and possibly be decertified as the controllers bargaining agent for engaging in an illegal strike.

The union's demands included a reduction in the 40-hour work week, increased pay and improvements in the retirement plan. The union said its package would cost about \$500 million, but the government said it would cost \$681 million — in contrast to the government's offer of \$40 million.

"We're still miles apart and there hasn't been much bargaining," Moffett said at the end of an almost perfunctory 30-minute session Saturday. Sources close to the talks, asking not to be identified by name, said the situation had not changed by mid-day Sunday.

The strike deadline, announced by the union Friday, came after the rank-and-file rejected by a 20-1 margin the tentative pact reached June 22.

The government said that agreement would have provided average increases of 6.6 percent a year — an

half the nation's commercial flights and cause confusion and delays, despite government contingency plans.

Federal mediator Kenneth Moffett said the evening recess, which lasted 3½ hours, had been requested by union president Robert E. Poli.

Poli also said no progress had been made.

Asked Sunday night if the deadline could be extended, union spokeswoman Feldman had said, "I don't see any possibility of extending anything."

Moffett had said, "There's not been any change. There's no progress. As far as both sides are concerned, we're still miles apart."

Refusing to give up hope, Moffett added, "Maybe there'll be a change in position."

Lewis earlier characterized the union's demands as "nothing short of outrageous." He said before resuming

additional \$2,300 annually for each controller, according to Lewis — in addition to the regular 4.8 percent pay hike given to all government employees.

The rejected pact would have provided 42 hours of pay for 40 hours of work, increased the night differential from 10 percent to 15 percent, exempted the night differential, holiday and weekend pay from a \$50,112 government pay ceiling, and provided 14 weeks of pay for retraining some medically disqualified controllers.

The union's new demands included a reduction of the work week from 40 to 32 hours, earlier retirement and a better economic package than the 6.6 percent proposal. Union officials argue that not all controllers would benefit from the government's package.

The controllers, who direct air traffic from 23 regional centers and more than 500 airports around the country, earn an average of \$34,000 a year with a low of \$20,500 and high of \$49,200, depending on years of service and traffic volume.

the talks at mid-afternoon that the administration intended to stand firm on its \$40 million offer, a figure nowhere near the amount the controllers have demanded. He said the union could shuffle the package any way it wants.

Lewis urged the union to come up with "an offer anywhere reasonable" and extend the strike deadline another week to provide more time for bargaining. But union president Robert E. Poli said there would be no extension and said it was time for the government to come up with a counteroffer.

Poli said he had support for a strike among the union's members.

Attorney General William French Smith, saying a controllers strike "would be a crime," promised to prosecute strikers "to the full extent provided by law," seeking both civil and

Please see CONTROLLERS, 8A

### Grand Forks airline service not threatened — Andrews

8-2-81

WASHINGTON, D.C. — Recently the Herald published a letter from Mark Dayton of Minneapolis, who seems to be in the process of seeking the U.S. Senate seat from Minnesota. I don't want some of the statements he made to cause concern to the people in Grand Forks who are interested in their airline transportation.

Dayton criticized the Reagan Administration's proposal to replace the Section 406 airline subsidy program, which he claimed "supports airline service to East Grand Forks and Grand Forks," saying that "without this program, regular commercial air service will stop." Nothing could be further from the truth.

As chairman of the Senate Appropriations Committee's Transportation Subcommittee, I feel I should point out how wrong some of Dayton's statements were.

Elimination of the 406 program poses no threat to airline service to Grand Forks, which now receives service from Frontier, Northwest, Republic and Big Sky airlines. None of these airlines, with the exception of Republic, receives a penny of 406 money.

The Reagan Administration did propose an end to the Section 406 program. However, what Dayton failed to mention, or may not have known, is that the administration has also requested Congress to increase funding for a replacement program, known as 419, which would be a more effective means of subsidizing air service to smaller communities, such as Devils Lake and Thief River Falls, because the calculation of the 419 subsidy is based more on community need than on a carrier's route structure, as under the 406 program.

As a matter of fact, my transportation subcommittee agreed with my suggestion to put \$3 million into the supplemental appropriations bill to provide airport improvements for Grand Forks. This bill has passed both the House and the Senate and has been signed by the president. People in the area should be aware that we would hardly be putting \$3 million in additional construction in the Grand Forks airport if commercial air service to that airport was in jeopardy, as Dayton claims.

I ordinarily would not comment on what seems to be the early beginning of the Minnesota political season, but if Dayton wishes to gain support by worrying the people of Minnesota, I wish he would keep his false rumors on the east side of the Red River.

MARK ANDREWS

The writer is U.S. senator from North Dakota and chairs the subcommittee on transportation of the Senate Appropriations Committee.

**Continued from Page 1**  
criminal penalties. A strike would be in violation of a long-standing federal injunction as well as a law prohibiting strikes by government employees.

Smith, appearing on NBC's "Meet the Press," said the administration would refuse to negotiate while the controllers were on strike.

Administration sources said privately Sunday that they believed the controllers were bent on a strike, unlike a month ago when the union failed to get the 80 percent approval for a strike and agreed to a tentative settlement. That settlement was rejected by 95 percent of the union members last week.

Poli, president of the Professional Air Traffic Controllers Organization, said a strike vote by the union's 15,000 members was to begin at midnight. He said he was confident he would get the 13,500 votes — 80 percent of the total controller work force — needed for a strike.

The controllers could face a maximum fine of \$1,000 and a year in prison for violating a law prohibiting





**Robert E. Poli:** no possibility of an extension



**Drew Lewis:** nothing has been accomplished

8-2-81

## Local flights still planned despite doubt

Herald Staff and Wire Reports

If local air traffic controllers strike, travelers booked for flights out of Grand Forks today might leave on schedule, but airline spokesmen aren't saying for sure.

Control tower supervisor Robert Burke said Sunday a full day of flights is scheduled today, and any cuts wouldn't come until Tuesday, if at all.

A spokesman for Republic Airlines said there were no plans to change schedules as of Sunday night.

A Frontier Airlines spokesman said there will be no reduction in flights as long as "safety is not affected adversely." He would not elaborate.

Northwest Airlines planned to operate a full schedule "until the government tells us we can't," spokesman Brent Baskfield said in Minneapolis.

Baskfield said Northwest was working up contingency plans in the event of a strike.

All 10 controllers at Grand Forks International Airport are members of the Professional Air Traffic Controllers Organization, which planned to strike beginning 6 a.m. local time today.

Elvin Thomas, Grand Forks PATCO representative, said all the controllers would walk out today if the union called a strike. He said, however, not all would picket.

Supervisors Lee Graf and Bob Burke planned to man the tower today from 6 a.m. to 10 p.m. — normal work hours — should the controllers strike.

Burke said that if necessary, hours would be cut back to 6 p.m.

"Safety factor is number one, always. We're never going to take any more than we can handle," Burke said.

Between two and four controllers usually are on duty, including supervisors.

About 85 percent of the Grand Forks airport's traffic normally comes from University of North Dakota aviation students, controllers say. However, August is the slowest month for UND traffic, Burke said.

Spokesmen at Grand Forks and Minot Air Force bases said no military controllers had been asked to help.

Some people sought alternative bus or train transportation.

## FAA emergency plan would keep some flights going during strike

8-3-81

WASHINGTON (AP) — For almost a year the Federal Aviation Administration has been working on an emergency contingency plan aimed at allowing a limited number of flights to operate during an air traffic controllers strike.

FAA Administrator J. Lynn Helms said recently the top priority would be to maintain air safety. If there are areas that it appears there will not be enough controllers, the number of flights will be reduced, he said.

Helms said it could take several days for the plan to be fully operational. He would order it implemented if it is determined that more than half of the controllers are off their jobs, FAA officials said.

The plan calls for about 7,500 of the 14,200 regularly scheduled daily commercial flights to fly under a predetermined schedule worked out by the FAA and the airlines. For months, the nation's airlines and the FAA have been working together to determine the best route schedule in the event of a strike.

Some industry representatives said the plan has been refined and that the industry is in better shape now than it was June 22 when a strike also was

threatened.

FAA spokesman Dennis Feldman said a re-examination of the plan indicates as many as 10,000 commercial flights might be accommodated. That figure is looked at with some skepticism by industry sources, however.

The FAA plan calls for top priority to go to essential military and emergency flights, followed by commercial flights of longer than 500 miles and shorter flights "capable of serving the most people or national needs."

The short flights will be affected the most by a strike, FAA officials said. Some short-haul commuter services might even increase, however, if the planes fly by visual flight rules and not use airports under the federal air traffic control system.

General aviation aircraft are given the lowest priority, although much of that traffic also could fly by visual flight rules and not use controlled airports. General aviation industry officials predict an increased number of small private planes, flying under visual flight rules, in the air because of an increased demand for charter services.

A strike is expected to have little effect on international flights because

they are given top priority and spend little time in airspace controlled by the U.S. controllers. Delays are expected on all flights, including on the international routes.

The FAA will use about 2,500 supervisory personnel as well as about 400 military controllers. FAA officials say the supervisors have been undergoing special training in recent months because of a possible strike.

If a strike unfolds, FAA officials said they will initially impose an "interim plan" calling on the nation's 23 largest airports to cancel certain flights. The number of flights canceled will be determined on how much delay there is in takeoffs.

Once the number of striking controllers exceeds 50 percent, the FAA will initiate the national strike plan.

The 23 airports to begin cutting back flights at the start of a strike are: Atlanta, Boston, Chicago, Cleveland, Dallas-Forth Worth, Denver, Detroit, Fort Lauderdale, Houston, Kansas City, Las Vegas, Los Angeles, Miami, Minneapolis-St. Paul, New York (both LaGuardia and Kennedy), Newark, Pittsburgh, Philadelphia, St. Louis, San Francisco, Seattle and Washington, D.C. (National).

A Greyhound Bus Lines spokesman in Grand Forks, however, did not indicate any apparent rush for tickets.

A spokeswoman at the Greyhound terminal in Minneapolis said business was heavy Sunday, "but that's normal for a Sunday."

An Amtrak spokesman in St. Paul said there were "a lot of phone calls" to the Twin Cities station Sunday with some of the callers saying they were switching from planes to trains because of the strike possibility.

However, the spokesman noted that this is the busy season for Amtrak anyway, although so far, Amtrak has "not turned anybody away."

Business was somewhat heavier than usual at Minneapolis-St. Paul International Airport Sunday, as some travelers apparently hoped to make flights before today's possible strike.

"Bookings are heavy, but we're not full," Baskfield, Northwest's spokesman, said.

He said business Sunday was "up slightly" apparently because of the strike threat, although he noted that Sunday usually is a busy day for air-

Republic Airlines also reported heavier-than-usual business in Minneapolis-St. Paul, a major connecting point for Grand Forks travelers.

Because of the strike threat, Minneapolis-based Republic waived the length-of-stay restrictions on some discount reservations. This allowed people required to stay at their original destinations beyond Monday to return Sunday to avoid being stranded in the event of a strike, Republic spokesman Walter Hellman said.

Republic's Hellman said the airline's contingency plans "depend on how many controllers report to work" if there is a strike. He said Sunday the airline planned to operate "100 percent," although there might be delays.

Tom Collopy, president of PATCO Local 305 at the Minneapolis-St. Paul air traffic control center in Farmington, Minn., said Sunday he expected that "between 85 and 90 percent of the people who control airplanes every day" will walk off their jobs if there is a strike.

Collopy said there are about 330 people at the Farmington control center.

### North Dakota airport grants approved

Federal grants totaling more than \$3.2 million for four airports in North Dakota, including Grand Forks, have been approved by the Federal Aviation Administration.

The largest grant of \$1,472,000 goes to Grand Forks International Airport to reconstruct portions of a terminal apron and to build an apron extension.

A \$1,085,774 grant was made to the Fargo Airport Authority. The Wahpeton-Breckenridge Interstate Airport Authority will receive a grant of \$456,459 and Williston will receive \$200,000.

The announcement came from Transportation Secretary Drew Lewis and Sen. Mark Andrews, R-N.D.

### AGENDA CITY COUNCIL MEETING MONDAY, SEPTEMBER 28, 1981 7:00 p.m.

#### ROLL CALL:

1. Matter of an ordinance to establish system of free parking in downtown area.
2. Matter of adopting resolution accepting grant offer and entering into grant agreement with FAA for construction and expansion of existing air carrier apron.
3. Matter of Amendments to FAA projects 6-38-0022-03, 6-38-0022-06 and 6-38-0022-07 for increasing the amount of federal funding.
4. Matter of mayor's veto of special assessment deficiency levy contained in ordinance adopting final budget for 1981-1982 and approval of annual appropriation bill and tax levy.
5. Adjourn.

In other action in city government Monday:

• The City Council gave final approval of federal grants totaling \$1.5 million for airport improvements.

Airport manager Norman Midhøe said the money will be used for apron reconstruction to give planes more room in which to taxi, turn around and park. Since the federal grant is a matching grant, the city must pay \$152,800 of the remodeling costs.



# Republic to drop Thief River Falls flights

By Liz Fedor  
Herald Staff Writer

Republic Airlines will discontinue its airline service to Thief River Falls because of a drop in usage.

The city received notice recently that Republic could pull out as early as March 1, 1982.

The decision does not make Mayor Bob Carlson happy. Republic has been serving Thief River Falls for 28 years and Carlson said the city and company have had a good relationship.

Walt Hellman, a public information spokesman for Republic, said the decision to drop service was based solely on economics.

"We're not boarding enough people there to cover our expenses," he said.

Boardings at Thief River Falls have fallen 35.5 percent over the last fiscal year. In 1981, Republic averaged 20 boardings per day compared with 31 last year. Total boardings in fiscal 1981 were 7,447, down from 11,527 in

1980.

Although city officials are disappointed by Republic's decision, the community will not be left without an airline.

Linda Hall, a regional director for the Civil Aeronautics Board (CAB), said a federal law binds Republic to serve Thief River Falls until a replacement airline can be found.

According to a 1978 deregulation act, airline service cannot be abandoned in small communities which currently have the service.

Hall said the CAB will act as a "matchmaker" in finding an airline to replace Republic.

She said some airlines have inquired about replacing Republic, but none have filed applications yet.

City Clerk Jerry Wigness said Mesaba Aviation in Grand Rapids, Minn., and Big Sky in Billings, Mont. have expressed interest to the city.

Republic has two daily incoming flights that go from Minneapolis to

Brainerd to Bemidji to Thief River Falls.

Two outgoing flights go from Thief River Falls to Bemidji, Brainerd and Minneapolis.

Republic uses a Convair 580, 48-passenger plane on these flights. Republic is the only commercial airline that serves Thief River Falls.

To maintain those flights, Republic receives an annual federal subsidy of more than \$300,000.

Under a new law, Republic and other commercial airlines will be phased out of the subsidy program. Low ridership and the loss of federal money means it "would not be economically feasible to stay in (Thief River Falls)," Hellman said.

Hill anticipates that a commuter airline will replace Republic. She said the CAB has the authority to hold Republic in Thief River Falls until the replacement is found.

She said commuter airlines, which generally fly smaller planes, would be

eligible for the federal subsidies.

The city of Thief River Falls still should have the same level of service, she said, and the commuter flights are just as safe as larger commercial flights.

She said the commuter airlines will be more cost-efficient for the government to support.

Mayor Carlson said the decision by Republic to drop its service is "hard to take."

However, he said, "I don't think we stand much of a chance in fighting, we are now concerned in getting an adequate replacement."

Objections to Republic's withdrawal notice will be filed with the CAB by Dec. 16, Carlson said, and then the city will work with that board on finding a new airline.

In addition, Carlson and other city officials will meet with representatives of the Minnesota Department of Transportation Friday in St. Paul to discuss the airline situation.

## PROPOSALS FOR ENGINEERING SERVICES

The City of Grand Forks requests proposals from qualified engineering firms for accomplishment of design and inspection services for the following work at the Grand Forks International Airport: Site Preparation, Paving, Lighting and other work associated with the construction of a General Aviation Runway, Taxiway and Taxiway Accesses.

The work to be accomplished will be completed over a number of years, and a basic contract will be developed for the project with amendments as required to adjust for time extensions and/or extra work in the form of reports, studies, and associated work at the Grand Forks International Airport.

All contracts involving grant funds from the Federal Aviation Administration will be subject to FAA approval.

Proposals for the above work shall be keyed to the firm's ability to perform the necessary services (i.e., organization, capability, experience, performance, volume of work, understanding, and knowledge of FAA guidelines).

Proposals will be accepted through 2:00 p.m., January 25, 1982, and selected firms will be interviewed February 2, 1982. Selection of the engineering firm for the project will be accomplished by the City of Grand Forks subject to approval by the Federal Aviation Administration.

Send Proposals To:

The City of Grand Forks

Auditor

404-2nd Avenue N.

P.O. Box 1518

Grand Forks, ND 58201

Dated December 30, 1981.

Donald O. Tingen

City Auditor

(Jan. 4, 11, 1982)

## Council election issues aired

By Joyce Terhaar  
Herald Staff Writer

Almost all 14 Grand Forks council members may have to run for re-election this spring — even if their terms aren't up.

Two city council committees Monday agreed that proposed redrawing of city ward lines would mean council members Michael Polovitz, Neome Bushaw and Robert Hanson, from Wards 2, 3 and 4, would have to run for re-election. Their terms are up in 1984.

One of the two committees went one ward further; it decided Joe Ford from Ward 5 would also have to run for re-election to stay on the committee.

The council will vote Monday on the proposed new ward lines. It will meet Jan. 4 to decide what council members must run for re-election.

The staggered terms of council members will be thrown off if some members run for re-election before their term is up. If that happens, the council could decide that the highest vote-getter win the four-year term and the second-highest vote-getter win a

two-year seat. The council could also have candidates file for two- or three-year terms.

Terms of council members G. Allan Pearson, Ludwik Kulas, Marvin Dehn, Reuben Larson, Joe Ford, Arden Shores and Thomas Hagness are up this spring.

Council members Markus Dahl, Richard Shea and James Johnson from wards 1, 6 and 7 should not be affected by the new ward lines because population changes in their wards were slight, City Planner Robert Bushfield said.

The new ward lines are necessitated by the federal 1980 census, which showed population shifts in Grand Forks had caused wards to vary in size from less than 4,000 to almost 9,000.

In other action Monday, the public service committee:

• Agreed that the show must go on in the former fire hall adjacent to City Hall. Members of the Greater Grand Forks Community Theatre asked the city for the building after plans had been made to demolish it; the commit-

tee recommended Monday that Community Theatre be allowed to renovate and use the building.

Theatre Board President Lynn Torrance said for \$28,450 the group could comply with city codes on plumbing, insulation, weatherstripping, heating, ventilation, a fire escape, electrical wiring and cosmetic repairs. A new stage is included in the estimate; seats for the audience are not.

Torrance said the group does not yet have money for renovation.

She said she is confident money can be raised during the three-year renovation schedule they have planned. The group plans to ask private citizens, foundations and businesses to support the arts by donating money for the building renovation.

The council will vote on the committee recommendation Monday.

• Recommended that Grand Forks International Airport manager Norman Midboe open bids for the engineering work for another runway and taxiways at the airport.

council.

• Voted to hire a firm for engineering work on a proposed general aviation runway and access taxiways at the Grand Forks International Airport.

The runway and taxiways would cost more than \$3 million, according to airport business manager Norman Midboe. A federal grant will pay 90 percent of the cost.

The council also approved a terminal building addition needed to build a loading bridge at the airport.

## Fliers of friendly skies decline

Herald Staff and Wire Reports

The number of passengers who flew in or out of the Grand Forks International Airport decreased 17 percent in 1981 because of the depressed economy.

About 136,700 passengers flew on Grand Forks flights in 1981, down from 164,259 in 1980.

Across the state, the decrease ranged from 9 percent in Minot to 64 percent in Devils Lake.

Norman Midboe, business manager at the Grand Forks airport, guessed that the decline "probably relates to the state of the economy."

Harold Vavra, director of the North Dakota Aeronautics Commission, blamed the declining number of passengers on "the combined effects" of

economic recession, the state's poor farm economy, the air traffic controllers' strike and increased fares.

Last year 875,000 flew to or from North Dakota cities, compared with 1,035,000 in 1980 — a drop of 160,000 passengers, Vavra said.

The only cities with passenger increases from 1980 to 1981 were Dickinson and Williston, each with increases of 16 percent, Vavra said. Both cities are experiencing rapid growth due to energy development in western North Dakota.

In Devils Lake, Airport Manager Lawrence Knoke blamed the decline on "the economy and the increased operating cost of airlines" leading to higher fares.

Midboe said the decline in passengers won't affect city revenues, be-

cause the city collects fees based on the number of aircraft using the airport and the weight of the aircraft, not the number of passengers.

Big Sky Airlines cut one of its two flights to Bismarck, Midboe said, but the cut has not significantly affected passengers use of the airport. He said no flights have been dropped because of the decline in passengers.

Knoke said the number of passengers at Devils Lake increased a little in December and January, so the decline may be turning around.

Bismarck had 296,618 passengers in 1981, compared with 349,414 in 1980 — a 15 percent loss. Fargo fared even worse, dropping from 358,560 passengers in 1980 to 298,467 in 1981.

Passengers at the Jamestown airport declined 45 percent, Vavra said.

## Big Sky Airlines may cut service

BILLINGS, Mont. (AP) — Residents of two North Dakota cities, Devils Lake and Jamestown, could lose their only passenger airline — unless Big Sky Airlines receives an additional \$50,000 in federal money to serve the cities.

Terry Marshall, president of the Billings-based airline, said the company has lost about \$385,000 since it began service to Devils Lake and Jamestown early last year.

Marshall said Big Sky has petitioned the Civil Aeronautics Board to double the airline's yearly subsidy from \$50,000 to \$100,000, in order to retain service for the two cities. Without the increased federal help, Big Sky will have to abandon those routes, he said.

"We have been forced... to state that if there is no immediate response to our subsidy shortfall, that this petition should be considered as a notice for suspension," Marshall said. "We just cannot continue with these types of losses."

Big Sky currently offers two daily round-trip flights between Devils Lake and Bismarck, and one round-trip flight between Devils Lake and Minneapolis. The airline runs two daily round trips between Jamestown and Minneapolis, along with one round trip between Jamestown and Bismarck.

Marshall said the airline expected about twice as many passengers in Devils Lake and Jamestown than have

actually flown with Big Sky in the past year.

"We would like to continue service, and intend to continue service, but to do so we would need an adjustment in our future rates at those two points," Marshall said.

Big Sky began to pick up routes in North Dakota when larger commercial airlines dropped out of the market in several of the state's smaller cities. The airline began service in Devils Lake when Republic Airlines canceled its routes there, and did the same in Jamestown when Air Wisconsin pulled out.

Big Sky also serves Williston, Dickinson, Grand Forks, and Fargo in North Dakota.



2-1-82

## Legal Notices

NOTICE OF OPPORTUNITY  
FOR A PUBLIC HEARING

The City of Grand Forks intends to submit to the Federal Aviation Administration a request for Federal funds to help carry out the following development at the Grand Forks International Airport, Grand Forks, North Dakota:

Construct a new 3900 foot by 75 foot wide light duty general aviation runway of which approximately 3400 feet is to be paved, lighted and marked, said runway to be located parallel to and 3650 feet east of centerline of existing North-South heavy duty runway; construct, mark and light a 3400 foot by 40 foot wide parallel taxiway with connecting taxiways to proposed runway and access taxiways to general aviation parking aprons; acquire 160 acres of land and provide for drainage for entire development project.

Any person may request that an open public hearing be had for the purpose of considering the social, economic, and environmental effects of the airport development and location and its consistency with the goals and objectives of such urban planning as has been carried out for the Grand Forks Area.

For a request for public hearing to be honored, a signed, written request must be filed by mail or in person and received not later than 2:00 P.M. on 24th day of February 1982 at the office of the City Auditor, City Hall, P.O. Box 1518, Grand Forks, North Dakota 58201. A document summarizing the impact which the proposed project is expected to have upon the environment has been prepared and is available to any person for review during normal working hours at the office of the City Auditor for at least 30 days following publication of this notice and prior to any hearing, if one is to be held.

Dated January 20, 1982.  
CITY OF GRAND FORKS,  
NORTH DAKOTA  
City Auditor,  
Donald O. Tingum  
(Jan. 25, Feb. 1, & 8, 1982)

2-17-82

In other council action Tuesday:

★ Council members refused to approve a recommendation to hire a Fargo company to build a runway at the Grand Forks International Airport. Council members said they wanted a local company, KBM Inc., for the job.

That move could cost Grand Forks taxpayers almost \$200,000.

Federal money would pay 90 percent of the runway construction costs — about \$200,000 — but only if federal regulations are followed. Part of the regulations say local favoritism is not allowed in the bidding process.

The problem is that a committee approved by the council rated the qualifications of five companies that applied for the runway construction contract, scoring Ulteig Engineering from Fargo the highest. The committee sent its results to Federal Aviation Administration officials in Bismarck.

The FAA sent a letter to council members, which City Engineer Frank Orthmeyer interprets to mean the city must hire Ulteig to get aid.

City Attorney Jay Fiedler agrees. "When we're talking that kind of federal money, we're talking regulations," Fiedler said. "Given the federal regulations, what you're suggesting doing puts you in jeopardy so far as the 90 percent is concerned." Council member Robert Hanson said "The

thing I don't like is this is all cut-and-dried. We don't even have a chance to vote on it. If we disagree (with the Ulteig recommendation), we lose FAA input, which we aren't guaranteed anyway."

Members of the committee recommending Ulteig were Thomas Hagness, city council member; Dan Johnson, assistant city engineer; Norm Midboe, airport business manager; Earl Mason, University of North Dakota professor of civil engineering, and UND aviation department chairman John Odegard.

The council will study the issue further.

• The council gave final approval to an ordinance that regulates going-out-of-business sales by requiring a permit for the sales.

• Gave final approval to a \$533,000 Community Development budget. The budget includes \$127,000 for housing rehabilitation, \$150,000 for helping low-income people pay sewer separation assessments, \$11,400 for city parks, \$20,000 to LISTEN Drop-In Center, \$19,600 to Broken Arrow Child Care, \$100,000 to pay for economic development projects in downtown Grand Forks such as a skyway, \$5,000 to survey the needs of low-income people, \$75,000 for administrative costs and \$25,000 for contingencies.

# Federal rules hinder local firm's runway bid

2-23-82

By Joyce Terhaar  
Herald Staff Writer

Money won the argument at the Grand Forks City Council public service committee meeting Monday.

Committee members voted to OK a recommendation to hire Ulteig Engineering from Fargo to work on a new runway at the Grand Forks International Airport — even though last week council members wanted to hire a local firm.

Norm Midboe, business manager for the airport, said because Federal Aviation Administration regulations prohibit favoring of local firms in the bidding process, more than \$3 million in federal aid would be jeopardized if KBM Inc. were hired over the Fargo firm.

Ulteig Engineering scored the highest points when a committee of city officials and Grand Forks residents evaluated the companies that applied for the engineering job.

The City Council will vote on the recommendation Monday.

Council member Michael Polovitz said after the discussion that "I think this taught us a lesson. I have never been in favor of the numbers system (for evaluating firm applications). You can put it down in words."

In other city council committee ac-

tions Monday:

• The public service committee recommended approval plans and specifications for another airport project, reconstruction and expansion of a heavy-duty apron off the runway for \$1.27 million. Ninety percent of the project is federally funded.

• The public safety committee voted unanimously to recommend the council pass a resolution opposing any hazardous waste disposal facilities in the Red Lake River and Red River basins. The purpose of the resolution is to show the council's feelings, not to initiate any action.

• The public service committee recommended that a bid be accepted from Dave Robinson, Grand Forks, for snow removal.

The snow removal bid is part of an effort from city officials to tighten a city ordinance requiring residents to shovel their sidewalks. The city usually would shovel uncleared walks themselves, and bill the property owner, but it has not had the equipment or manpower.

If the council accepts the bid Monday — and if any more snow hits Grand Forks this winter — city residents will have to shovel their sidewalks or pay the city about \$25 for contracting to have them cleared.

## Committee decides to use Fargo engineering firm

2-25-82

By Christopher P. Jacobs

The Public Service Committee will recommend that the city council reverse its decision to pick the Grand Forks firm of KBM to do the engineering on the general aviation runway at the airport. A special selection committee had previously chosen the Fargo engineering firm of Ulteig to do the work, based on a set of criteria with a point system for rating the companies. KBM came in third, with 166 points to Ulteig's 184 out of 200 possible. KBM was only three points below the Minneapolis firm, TKDA, so the committee felt it could be listed as second choice when the fees were considered. Many council members wanted to move KBM to first choice because it is a local company, and the council so decided last week.

The runway project is eligible for 90 percent federal funding, but that could be jeopardized if the city does not follow its stated criteria in choosing a firm. Said City Engineer Frank Orthmeyer, "When you advertise for bids and bids come in and you don't follow your own procedures, then I worry about it." City Attorney Jay Fiedler

told the committee Monday that if the city wishes to retain a firm simply on the basis that it is local, then "the risk is substantial" that federal participation would be lost.

Committee member Bob Hanson felt it would be best to go with the Fargo firm originally chosen by the selection committee, but said "We'll have to sell the council on it." The committee voted to recommend that the council permit Orthmeyer and airport manager Norman Midboe to enter into negotiations with Ulteig for the engineering. There would still be a possibility of using KBM if the city is not satisfied with the contract arrived at. A KBM representative expressed "disappointment" at the decision, but "no ill feelings." He said, "I'm sure the contract will be satisfactory, Ulteig will do a good job for you."

Michael Polovitz, committee member, would have preferred some other method of choosing a company than the awarding of numerical points to each of certain criteria. "I don't agree with the numbering system," he said, saying that the number given by the evaluator is sub-

jective and could be more or less arbitrary. "I don't think it should be used on future projects."

Chairman Tom Hagness acknowledged that the system has both good and bad points, saying that after a decision is reached the city at least has "something to fall back on."

The council must still approve the committee's recommendation next Monday.

## Advisory group asks airport award be reconsidered

GRAND FORKS — The following letter has been sent to Mayor H. C. Wessman and the City Council:

The executive committee of the Grand Forks International Airport Advisory Committee express deep concern over the failure of the City Council to approve the recommendation of the selection committee for engineering work on the north/south runway project. The insistence of the Council to hire a local firm has placed in jeopardy the possible \$3.5 million funding for this project, and is in direct opposition to OMB Circular A-102, which prohibits procurement practices that are oriented to give preference to local or in-state bidders.

If, because of this action, funding is not available, the Council would share in the responsibility for the level of safety at an airport whose capacity is already over-saturated. Should the city miss an opportunity for funding of this project, it will be many years before a much needed north/south runway is built.

We strongly recommend the Council reconsider its action and approve selection of Ulteig Engineers, as recommended by the selection committee.

3-6-82

JOE BARKER  
FRANK ARGENZIANO

The writers are chairman and vice chairman, respectively, of the Grand Forks International Airport Advisory Committee.



# Council risks aid in hiring local company

3-2-82

By Joyce Terhaar

Herald Staff Writer

Airport Business Manager Norman Midboe just shook his head after the Grand Forks City Council vote Monday.

"I don't want to talk about it," was all he would say.

Midboe was referring to a vote by seven council members to risk \$3.5 million of federal aid so a local company could be hired for a \$200,000 engineering project at the airport.

The council vote concerned a \$4 million project for a new runway and taxiway at the Grand Forks International Airport. A committee appointed by Mayor H.C. Wessman evaluated companies that applied for the \$200,000 engineering contract and selected Ulteig Engineering from Fargo. After the committee decision, Assistant City Engineer Dan Johnson sent the results to Federal Aviation Administration officials in Bismarck.

To be eligible for the federal aid, which is 90 percent of the project cost, the city must comply with FAA regulations. One regulation prohibits local favoritism when contracting for engineering and construction work.

Council members G. Allan Pearson, Markus Dahl, Neome Bushaw, Marvin Dehn, Reuben Larson, Dennis Johnson and James Johnson voted to call a federal bluff to not award aid if the city favored a local company. The motion was to hire KBM Inc., Grand Forks.

Voting against Pearson's motion were Ludwik Kulas, Robert Hanson, Joe Ford, Arden Shores, Richard Shea and Thomas Hagness.

Michael Polovitz arrived from out of town after the vote. He said later he probably would have voted against Pearson's motion, which would have tied the vote. Mayor Wessman was in Fargo campaigning for the Republican endorsement for the U.S. Senate, so he would not have been there to break any tie.

The disagreement on what firm to hire verges on a power struggle between administrative and elective city officials.

Several council members insisted two weeks ago that KBM Inc. was as qualified as the Fargo firm, and should have been selected by Wessman's committee. They also said the council should not be bound to the decision to hire Ulteig because it did not approve Wessman's committee selection.

(Wessman announced committee members at a December council meeting. He was not required to ask for council approval, and the council at that time did not question the committee selection.)

FAA officials in Bismarck contacted by the city said that the city would lose all aid for the project if a local firm were hired instead of Ulteig.

That statement did not dissuade some council members from voting for KBM.

Pearson said "We're talking about a \$4 million project, and the council had no say. Something has been done administratively and we had no say in it. I do not buy that — period."

His comments were followed by equally vehement remarks from Dahl.

"This is the second time since the first of the year where we've had administrative action. I don't think I was elected to this post to be a rubber stamp for the administration. I'll challenge the FAA," Dahl said.

Hanson, who moved during a committee meeting last week that Ulteig be hired, said several times that the federal aid should not be jeopardized just because the council did not approve Wessman's committee.

"This is a dandy," he said after Pearson moved to hire KBM. "I agree with you (Pearson). But if we do that we will not receive that money at all — and that is taxpayers' money."

Please see COUNCIL, 10A

## Council

Continued from Page 1A

3-2-82

"It's a \$4 million dollar project. You take 90 percent, of that and that's a pretty good chunk. We can't afford to lose that money," he said.

Ford said that "I think we all agree on one thing: We'd like to keep it local. I think the mechanics on this got going the wrong way, that's our problem."

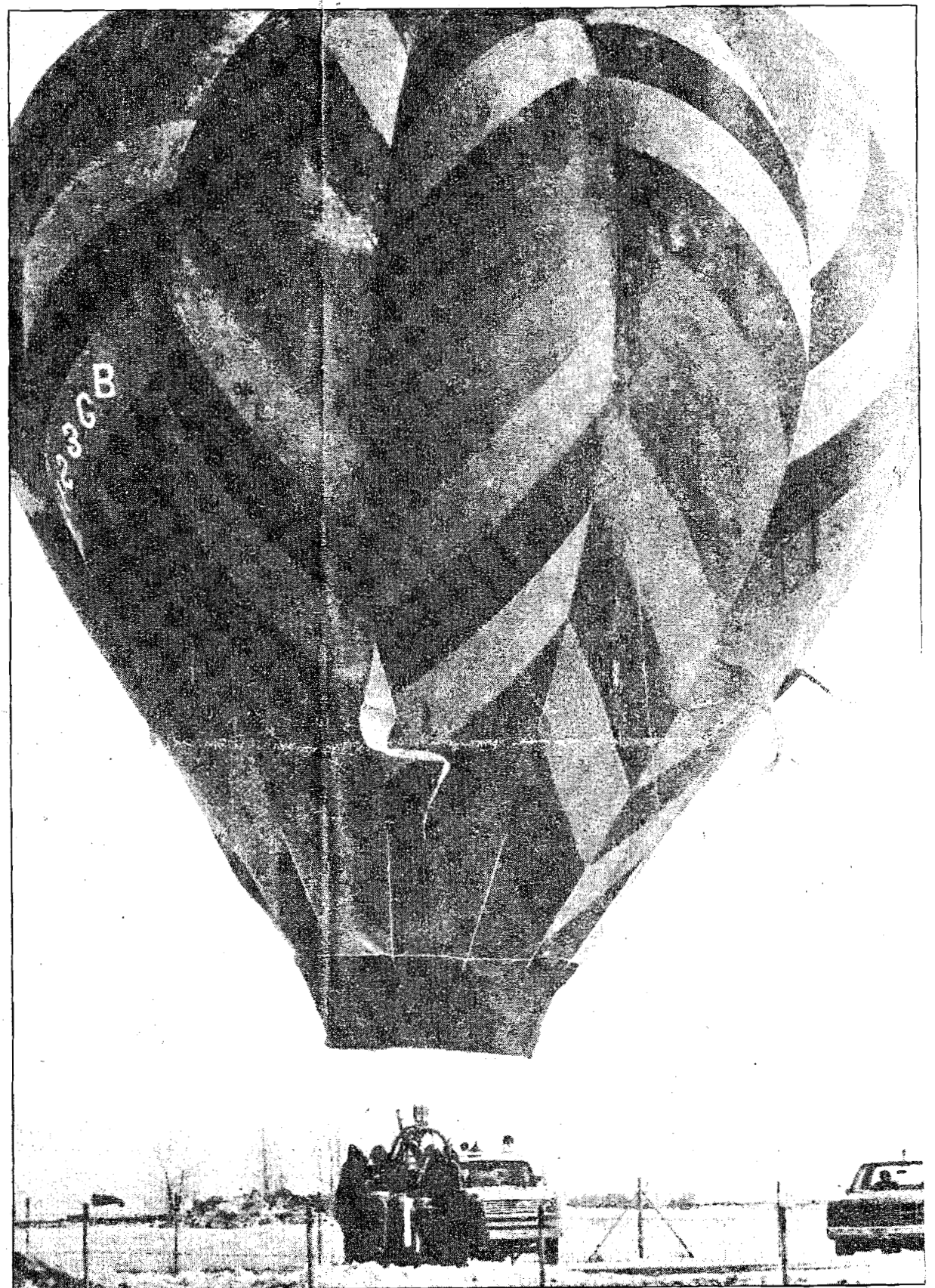
City Attorney Jay Fiedler said after the meeting that "It seems to me it is the discretion of the agency (FAA) to enforce" regulations against local favoritism.

He said the city would have a valid argument that the committee selected to evaluate the engineering companies was not approved by the council.

"It's a valid argument; it depends on how much weight the agency wants to give that argument," he said. "But we do have a letter from their representative in North Dakota saying we wouldn't get the money (if Ulteig was not hired)."

Hagness was a member of the committee that selected Ulteig, along with Dan Johnson, Norm Midboe, University of North Dakota Professor of Civil Engineering Earl Mason and UND Aviation Department Chairman John Odegard.

Hagness said after the meeting he was disappointed by the vote because "The FAA recommended the runway — they said we needed it. I think some of the council members might have voted against it because of an administrative error and it didn't even have to have council approval. I don't think the FAA will approve it (the money)."



Photography: John Stennes

John Petrehn lifts off Monday from the Grand Forks International Airport.

## Balloonist picks GF to attempt air record

By Bette N. Crothers  
Herald Staff Writer

At least one person cheers Grand Forks for its cool temperatures and fierce winds.

Balloon pilot John R. Petrehn flew a plane from his home midnight Sunday to the spot with "the coldest weather they could find and winds," — namely, Grand Forks — said his wife, Jackie, at home in Overland Park, a Kansas City suburb.

Petrehn, 47, was in search of a distance that would surpass the record of 288.04 miles for 55,000-cubic-foot hot air balloons, Mrs. Petrehn said.

At about 11:30 a.m. Monday, eight people struggled to hold down the multi-colored balloon, Gypsy Breeze, at Grand Forks International Airport. As the crew wished "Godsend," and "Good luck" and released the balloon, it shot straight up and Petrehn alone sailed away in a personal celebration of the approaching bicentennial of the first manned flight by two Frenchmen in a balloon on Nov. 21, 1783. Petrehn was off the ground before he could be interviewed.

"Destiny unknown," said Martin Coddington, directing official for the National Aeronautic Association in Washington, D.C., which sanctions and certifies American record attempts.

The balloon, at the mercy of the wind, was followed in a plane by Coddington, of Prior Lake, Minn. Other crew members followed in a van to retrieve discarded fuel tanks from the balloon.

Six and one-half hours later, Petrehn landed near Detroit Lakes, Minn., 85 miles away from Grand Forks, and over 300 miles away from his 400-mile goal. Petrehn called his wife in Kansas City at 9:30 p.m.

Please see BALLOON, 10A



## Local firm turns down city job on airport

3-10-82  
KBM Inc. of Grand Forks has turned down an engineering contract with the city of Grand Forks to avoid jeopardizing \$3.5 million of federal aid.

The City Council voted last week to award the \$200,000 engineering contract to KBM Inc. for work on a new runway at Grand Forks International Airport.

The council vote overrode a decision by a committee selected by Mayor H.C. Wessman to give the job to Ulteig Engineering of Fargo.

Some members of the council were angry that KBM Inc. was not selected; they wanted to give the business to a local company and they felt the council should have decided which company to hire rather than an administrative committee. The problem with superseding the committee recommendation, however, was that a Federal Aviation Administration regulation forbids local favoritism in awarding contracts.

"At this point in time, we can't afford to spare anything," KBM President Rudy Kuchar said. But he added that the federal aid was more important than a KBM contract. Ten percent of KBM's business is with the city.

Airport Business Manager Norman Midboe said if KBM Inc. were given the engineering contract, the total \$3.5 million would almost certainly be jeopardized.

Mayor H.C. Wessman, who got KBM's notice of its decision to turn down the contract in a letter, will meet with FAA officials in Bismarck this week to discuss the federal aid.

— Joyce Terhaar

3-1-82  
**NOTICE OF PUBLIC MEETING**  
The proposed English Coulee Watershed project plan designed for the flood protection for the City of Grand Forks will be reviewed at a public meeting at 2:00 p.m. on Wednesday, March 3, 1982, in the Grand Forks Armory, Room 103, Grand Forks, North Dakota. Personnel from the Grand Forks County Water Resources Board, Soil Conservation Services and City of Grand Forks will discuss the project and answer questions.  
Thomas H. Ronan,  
Chairman  
G.F. County Water  
Resources Board  
(Feb. 16, 22, March 1, 1982)

## this week / government

### GF Public Safety Committee

The committee members will discuss a review of liquor ordinances at 4 p.m. Monday in the police building.

### GF Public Service Committee

The committee will meet at 7 p.m. Monday in the police building and discuss applying for federal money to purchase 154 acres of land to construct and light an airport runway and taxiway system.

## KBM withdraws ...will not jeopardize grant

By Christopher P. Jacobs  
The Public Service Committee heard Monday from airport manager Norman Midboe regarding the grant application for federal aid on the planned new runway at the airport, including the purchase of 154 acres of land. Part of the land in the purchase would also be used for a water management project intended to ease flooding of the English Coulee.

Midboe said that before the application is submitted the Mayor must attest that federal guidelines are being followed. However, because of the City Council's selection of the engineering firm Midboe said, "We'll have to make different statements" on the application. He said that when federal officials see that some things on the form have been altered the project will be given a very low priority. Local firms may not be chosen simply because the city

prefers to keep money local. "If the Council does not rescind their action, this (grant application) goes out the window." A slim majority of Council members last week voted to "call the bluff" of the Federal Aviation Agency and use a local company for engineering.

In an unexpected development Monday the Grand Forks engineering firm KBM withdrew its name from consideration for the airport project. In a letter to the city the company stated it "would do nothing to jeopardize" the 90 percent federal funding which Midboe and other officials believe almost certain if the city selection committee's first choice of Ulteig Engineering is used. KBM asked the support of the City Council in proceeding with the Fargo firm on the project. This information was not available to committee members at the time of Mon-

day's meeting, but the matter will again be on the Council floor at the regular City Council meeting March 15.

At the committee meeting, the estimated purchased price of the 154 acres in question was discussed. The price put into the grant application is approximately \$1,900 per acre, although the city hopes to pay less. The owner of the land, Monica Larivee, believed it could be more than that if the price of similar land in the area is considered.

The price of the land must be worked out in future negotiations. If a satisfactory price cannot be arrived at then the city may start condemnation proceedings. In that case the purchase price will be decided by the court, and could be even higher than the negotiated price, as has happened in the past.

## Fargo firm gets runway contract

# UND overpass pay stalls in City Council

By Joyce Terhaar  
Herald Staff Writer

The Grand Forks City Council decided Monday not to vote on \$2.4 million of proposed compensation to the University of North Dakota for the Columbia Road overpass.

And it decided 12-0 to award an engineering contract for a runway at the Grand Forks International Airport to Ulteig Engineering from Fargo. A local engineering firm earlier turned down the contract to avoid jeopardizing federal money for the project.

On the overpass issue, some council members were not supportive of the proposed compensation for UND.

Mayor H.C. Wessman announced at a news conference last week that he thought the city should compensate UND because the overpass would tear up an athletic practice field and eliminate some parking spots. The \$2.4 million would pay for artificial turf in the football stadium, right-of-way costs, a tunnel under the overpass and additional parking.

The reason for the compensation was to avoid UND lawsuits tying up the overpass issue in the courts.

UND President Thomas Clifford

said he plans to recommend to the state Board of Higher Education to let the overpass be built — if Grand Forks citizens approve it at the polls April 6 and if the city compensates the university \$2.4 million.

Some council members were angry that Wessman's announcement seemed like the compensation was a sure thing.

Council member Richard Shea voted for the overpass last November. He said at the meeting the compensation "demand" was not in the resolution the council passed for the overpass.

Wessman: "Don't call it a demand, Mr. Shea."

Shea: "Then what is it?"  
Council member Arden Shores: "It's a bribe."

Shores added he did not "know why the citizens of Grand Forks should be the ones to compensate the university when it's a state-funded institution."

Part of Wessman's reason for the compensation is possible right-of-way costs the city may owe UND. City Attorney Jay Fiedler said in his opinion the city already owns the necessary land. He is working to obtain a court ruling on right-of-way.

Some council members said they wanted to wait until the citizen vote and the right-of-way issue is settled before they talk about compensation.

Wessman agreed that he botched the issue.

"What I was trying to point out was that even with all the amenities to the university, we still are within the total money available," he said. "The \$2.4 million is an outside, outside estimate."

On the airport runway issue, the city had previously awarded the engineering contract to KBM Inc. of Grand Forks, even though it risked jeopardizing \$3.5 million of federal aid for local favoritism in hiring a company. Ulteig was selected by a committee to be the most qualified of several companies.

KBM turned down the contract, so the money would not be jeopardized.

Council member G. Allan Pearson said after the vote "I'm very disappointed in the way the whole process was handled... the committee recommendation should have come to the council. When it came to the council, it was cut-and-dried and the council had no choice."

## AGENDA CITY COUNCIL MEETING MONDAY, MARCH 15, 1982 7:30 p.m.

- 1 ROLL CALL
- 2 READING AND APPROVAL OF MINUTES: March 1, 1982.
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES & COMMUNICATIONS:
  - 3-1 Matter of awarding of bids on \$3,650,000 Refunding Improvement Bonds.
  - 3-2 Matter of establishing polling places and hours of election.
  - 3-3 Appointment of election officials.
  - 3-4 Matter of resolution of support for Grand Forks Energy Technology Center.
  - 3-5 Matter of selection of engineering firm for airport runway construction project.
- 4 CONSENT AGENDA - (Items 3-6 through 3-8)
  - 3-6 Matter of advertising for bids for fire pumper (Public Safety)
  - 3-7 Matter of issuance of Class I liquor license (Public Safety)
  - 3-8 Matter of request by Happy Harry's Bottle Shop, Hal Gershman, for change in Class II liquor regulations to include "tastings on premises". (Public Safety)
- 4 REPORTS OF OFFICERS:
  - 4-1 Various reports.
  - 5 ACCOUNTS, CLAIMS & BILLS:
    - 5-1 Bill listing.
    - 5-2 Community Development bills.
  - 6 REPORTS OF STANDING COMMITTEES:
    - 6-1 Matter of amendments to motel/hotel tax ordinance.
    - 6-2 Matter of 1982 budget for Convention & Visitors' Bureau.
    - 6-3 Applications for abatement and settlement of taxes:
      - a. Marion H. Axman, 1511 Cottonwood St.
      - b. Fritz Building Co. and Landeco, Inc. for Lot 3, Blk. 5, Mikkelsen-Landeco Addn.
      - c. Sunbeam Development, Inc. by Duane O. Anderson, for part of Blk. K, Sun-Beam Addn.
      - d. Gyda-Varden Development Corp., 221 N. 4th St.
- 6-4 Matter of establishing license fee for going out of business sale.
- 6-5 Request for leave of absence w/o pay for Mary Fetsch.
- 6-6 Matter of delinquent billing for false emergency alarm calls to Champion Auto.
- 6-7 Matter of application for games of chance by ND Rural Development Corp.
- 6-8 Matter of request to amend ordinance to allow "on-sale wine" under liquor regulations.
- 6-9 Matter of use of civic auditorium by Grand Forks Public Schools.
- 6-10 Matter of supplemental lease accepting title to underground fuel tank at airport.
- 6-11 Matter of application for federal assistance to construct and light a new light-duty general aviation runway and taxiway system, and to purchase land to provide drainage.

## City firm shows good citizenship

The action of KBM Inc. of Grand Forks, in withdrawing its bid for an engineering contract on a runway at Grand Forks International Airport, is an act of good citizenship.

The City Council had awarded KBM a \$200,000 contract for the project. At the present time, with construction activity at a near standstill level, that was an important job for the firm. To withdraw its bid after being awarded the contract represented a substantial sacrifice.

The contract award had been subject of complaints that it might jeopardize \$3.5 million in federal funds for the overall runway project. That was because a committee, appointed by the mayor, had recommended a Fargo firm for the contract and federal funding regulations prohibit local favoritism in contract awards.

Had the unsuccessful bidder or others protested the award to KBM, over the recommendation of the committee, it might have meant that the entire project would have been lost. With current cutbacks in federal funding for such work, the needed runway might have been delayed indefinitely.

KBM is a reputable engineering firm and one which has the expertise to perform the work under the contract. But it also is a civic-minded firm, which felt that its own interest should be subordinated to the city's good.

That is a rare commodity in today's economy. KBM deserves the city's appreciation for it.



## 'Council'

Continued from Pg. 1

Alderman Pearson said, "Much as I hate to do this... with the mood in Washington, I must ask the Council to reconsider (its approving KBM)." He said, "I am very disappointed in the way this was handled." He felt there was nothing wrong with the committee, but was upset that it contacted the FAA with its decision before coming to the Council with its recommendation. "When it came to the Council floor it was cut and dried. The Council had no choice."

The Council voted this week "to negotiate with Ulteig" for the engineering job at the airport, reversing its previous decision.

Other items on Monday night's Council agenda included the selection of the engineering firm for an airport runway construction project. At its last meeting, Council members voted to risk 90 percent federal funding by hiring a local firm, KBM, over the selection committee's recommendation of Ulteig Engineering, a Fargo company. In order not to jeopardize the aid, KBM withdrew its application for the job last week.

Continued on Pg. 4

## Environment impact of work at city airport ruled to be low

DES PLAINES, Ill. (AP) — The Federal Aviation Administration has announced that a \$3 million project to expand and improve the runway system at the Grand Forks International Airport should have "no significant impact" on the environment.

The proposed environmental assessment was made available for public review Wednesday until April 30, according to Neal Callahan, FAA public affairs officer at Des Plaines.

The finding of "no significant impact" was made in accordance with policies and objectives set out in the Environmental Policy Act of 1969, according to Callahan.

The proposed project includes acquisition of about 160 acres of land, construction of 3,900-foot runway with lighting and associated taxiways, construction of a drainage ditch and a number of other airport improvements, Callahan's office announced.

## Aviation seminar agenda set

The Student Aviation Management Associations and department of aviation at the University of North Dakota in Grand Forks will sponsor "Aviation: Today's Ideas—Tomorrow's Realities," a seminar designed for all business students, aviators, professionals, and enthusiasts on Friday, April 30.

The free seminar will be held from 9 a.m. to 5 p.m. at the Chester Fritz Auditorium.

Aviation classes will be cancelled Friday.

The program will include presentations by eight

speakers, many of whom are corporate executives—representing different facets of the aviation industry: Russell Watson, manager, Air-Age Education, Cessna Aircraft Co., Wichita, Kan.; E. J. Godec, vice president for flight operations, Air Wisconsin, Appleton, Wis.; Lawrence McCabe, assistant airport director, Minneapolis-St. Paul International Airport; Earl Voelz, executive vice president, Associated Aviation Underwriters, Chicago; Reginald Jenkins, assistant to the president, Northwest Airlines, Minneapolis; Calvin Pitts, project officer and

former chief pilot, NASA's Ames Research Center, Massett Field, Calif., and Capt. Rupport E. Thompson, Republic Airlines, Minneapolis.

William F. Shea, associate administrator for airports for the Federal Aviation Administration in Washington, D.C., will be featured guest speaker at a banquet at 6:30 p.m. Friday at Grand Forks Ramada Inn. Banquet tickets are available at the UND aviation department office, phone 777-2791. There will be drawings for prizes including a trip for two to Winnipeg.

## NSP, Republic report black ink, Steiger still losing money

MINNEAPOLIS (AP) — Northern States Power Co. has reported first quarter earnings of \$1.66 per share, up 44 cents from the same period a year ago.

However, 49 cents per share is subject to refund from pending rate increases, the utility noted in its report Wednesday.

The earnings gain was attributed primarily to electric and gas rate increases implemented within the last year and increased energy sales due to colder than normal weather.

NSP's earnings for the 12 months ended March 31 were \$4.34, up 79 cents from the \$3.55 reported for the same period a year ago.

Meanwhile Republic Airlines, fastest growing major airline in the nation last year, continued the record pace of its first quarter traffic in April, the airline's president says.

Daniel F. May, Republic president and chief executive officer, told stockholders at their annual meeting Wednesday the growth is particularly meaningful because many carriers reported only minor gains for the quarter.

May said that with the layoffs, brisk traffic and about \$60 million in pay concessions from employees, "we may be the only airline in the country to show an operating profit in the first quarter of 1982."

And in Fargo, the recession in the farm economy and the phasing out of production for International Harvester and Caterpillar Tractor combined to produce a second quarter sales decline and pre-tax loss for Steiger Tractor Inc.

The Fargo manufacturer reported Wednesday sales for the quarter were \$27.8 million, down 37 percent from sales of \$44 million for the same period a year earlier.

A pre-tax loss of \$1.3 million was incurred, but tax benefits totaling \$1.6 million resulted in net income of \$362,000 or 11 cents per share. For the same quarter in fiscal 1981, net income was \$1.8 million or 53 cents per share.

## Charter air service operators denounce airc

By Gail Hand  
Herald Staff Writer

Charter air service operators don't like the idea of a state aircraft pool.

They traveled from all over North Dakota Thursday to tell the state Aeronautics Commission that.

The commission, meeting in Grand Forks, tried to assure the business representatives it doesn't favor taking flights away from them and giving them to the state. Under study is a plan to use state-owned aircraft more widely to cut travel costs. Such a proposal could eat into their already thin profit margins, the charter owners said.

The plan will be studied by the 15-member bipartisan Legislative Council and the Legislative Audit and Fiscal Review Committee. A survey of state officials on air travel is due May 6. A report is expected this summer.

Commission chairman John Odegard, who heads the University of North Dakota Aviation Department, said he understood why they were nervous but said the charter services could profit from the change.

He said after the meeting that "95 percent" of the operators' fears were based on inadequate information.

The charter operators initially thought the state pool plan was formulated by Odegard. The plan was first revealed in a letter by Sen. Bryce Streibel, Fessenden, N.D., to Roy Hausauer, chairman of the Legislative Council. In it, he cited the \$10 million

state officials spent on travel in the 1979 biennium. That didn't include travel by the Board of Higher Education, the Bank of North Dakota, the State Mill and Elevator and Job Services, he wrote. Plus, some departments' travel requests went up more than 100 percent.

Streibel said in a telephone interview that a study he chaired 10 years ago suggested the state form an airplane pool like a car pool. The Legislature decided there was not enough travel to justify it. "But now it's a different story," he said Thursday night. "There's much more travel today," Streibel said.

"Inasmuch as we have a fiscal crisis, it's time to look at it again," he said. The job of a lawmaker is to see that state money is spent wisely, "not necessarily keep people in business," he said. "I don't see any high obligation to keep their finances flourishing," Streibel said.

The operators are getting unduly alarmed over the effect the plan would have on their businesses, he said. "I don't think it will impact them that much," Streibel said.

Odegard said the state is interested in using the planes more efficiently to save money, not to edge in on the private companies' business.

Odegard was put in the position of explaining the plan under consideration to the business owners. "All we've heard is rumor," he said in defense. The proposal was suggested

when officials "were looking for a vehicle to save the state some money, to better utilize airplanes. I said it was a detriment to operators, especially those based in Bismarck," Odegard retorted.

He argued that the charters might actually gain business if the study shows an increase in plane travel would save the state money. "You've got everything to gain and nothing to lose. Your greatest fear has to be UND. The Highway Department flies in to Grand Forks several times a week for the State Mill and Elevator and the governor. The plane just sits there. There's no reason it couldn't pick up a group of UND doctors and fly them somewhere else," Odegard said.

Dennis Rohlf, Bismarck, Executive Air Taxi, said, "The spin off is it could be detrimental."

Devils Lake operator Bob Meier, of Meier and Poss Flight Service, questioned whether lawmakers would use the state airplanes during the session. "When the Legislature is in session, that is a lot of our business," he said.

Odegard responded that the concern was legitimate. Texas and Michigan are using a state pool for their official travel, he told Meier. Odegard said he had not heard the rumor that lawmakers would get daily flights to the capital during the session. He dismissed it.

If the Legislative Council, with its research staff, recommends that state officials rely more heavily on air travel than their own cars, the operators

stand to gain, Odegard said. "Most drive by themselves and then stay overnight and drive back," Odegard said of officials attending meetings on state business. With same-day air travel the state could save on the per diem and meal expenses the officials now charge the state. "I feel it would benefit the aviation industry in the state with increased charters," Odegard said.

Charter business owners would help themselves by lobbying tactfully and stressing the positive points of air travel rather than complaining about their business being hurt by the plan, Odegard advised.

The other commission members present, Lyle Hilden, Bismarck, and Darrol Schroeder, Davenport, N.D., both operate aviation businesses.

Hilden said opinions on the plan would be premature. "We'd be doing a disservice to cry wolf before we know there was one," he said.

Schroeder said the commission would take an in-depth look at the proposal and make an objective determination.

Charter owners thought they would get a recommendation from the commission on the state-owned plane pool. Instead, the members voted only against inclusion of the commission's plane in the pool because of its age. That was all it was asked to do, Odegard said. Since other departments' planes are just for "special uses" only UND's two planes and the governor's

plane would be feasible for use in the proposed pool, Odegard said.

Pete Hall, Fargo, of Executive Aviation, cautioned that the immediate reactions of the businessmen were based on either misinformation or no information. "I think your comments have taken a lot of our concerns and set them aside," he told Odegard.

E.D. Vanover, of Dickinson Air Service, said most charters are running "on a very marginal profit basis now... I'd like for somebody to explain how the state can operate on a more profitable basis than we can. If the concept is like Mr. Odegard mentioned moving toward air transportation, then yeah, it can save money — state money," he said.

The politics of a state-owned pool might cause trouble. "State-owned and state-operated and state-piloted — they've got a word for that," he said. "Where does it stop?"

Odegard said the politics of the state seeming to compete with free enterprise might be touchy. "On the plus side, they're scrambling for dollars. It makes sense if less money is spent. But they've got to make sure that it wouldn't hurt private enterprise," he said.

Tension exists between some of the charter owners and the university, which they see as a competitor who operates without the shackles of certain Federal Aviation Administration

## Frontier Airlines earnings off

Frontier Airlines reported its first-quarter earnings were off sharply from last year's record level. Net income for the three months ended March 31, 1982, was \$2.3 million, nearly 68 percent lower than 1981 first-quarter earnings. The reduction was caused by a combination of Frontier's competitors' offering many promotions and a generally stagnant national economy, the company said in a press release. To compensate, 7 percent of the employees have lost jobs and flights are running less frequently. Frontier serves 79 cities in 27 states, Canada and Mexico.

## raft pool

regulations. Odegard disputed the claim that it's competing, saying the university's costs are higher than private companies' and UND is not operating a charter service. "We hear discussion constantly that UND is into commercial business. That flat out isn't true. We're not," he said.





Photography: Vickie Kettlewell

Calvin Pitts stands by the modified Beechcraft A-36 Bonanza that he flew around the world last summer. The plane was equipped with a new navigation system and winglets, which help reduce the drag a plane undergoes in the air.

## Eight weeks in the sky... 5-1-82

### NASA official says flight around world shows needs of aviation

By Joyce Terhaar  
Herald Staff Writer

Calvin Pitts is an unintentional spokesman for aviation. He didn't plan on that role, so he's winged it since his flight around the world in a single-engine plane.

Pitts flew into Grand Forks Thursday afternoon in the modified Beechcraft A-36 Bonanza airplane used for last summer's trip around the world. He spoke Friday at an aviation seminar at the University of North Dakota to stress the need for continued U.S. leadership in aviation technology.

Pitts is an employee of the Division of Academic Affairs of the National Aeronautics and Space Administration.

The flight last summer was a historical reenactment of Wiley Post's 1931 flight, and a demonstration of new technology. Post was the first to pilot a single-engine plane around the world, and he made the \$20,000 trip in eight days.

Pitts' flight cost \$200,000 and took eight weeks. He used two backup men to Post's one.

"Now that's progress," he said, laughing, during an interview Friday. "The red tape can more than offset the advances of technology."

The bureaucratic delays Pitts encountered in 15 different countries are among the reasons he is speaking out on aviation issues at colleges and universities across the country.

Another reason is the importance aviation plays in the balance of trade, and the growing shortage of U.S. engineers.

"I came back home with a tremendous

appreciation of what we have here — and we can lose it," he said. "Flying, to me, is the ultimate expression of freedom." Unlike the United States, "You can't just take off and fly in other countries. The regulations are unbelievable."

Pitts started his trip around the world June 23, 1981. Since the air traffic controllers strike started the day before, he changed his departure site from New York to New Hampshire, headed to New Finland, England and then Germany and Greece.

"In Greece, we had flap failure (A motor burned out). We tried to repair it and found that it is illegal in Greece to work on your own airplane. They put an armed guard on us with a submachine gun," he said.

The submachine gun was not indicative of Greek hospitality; the president of Greek Airways loaned the crew his mechanic for repairs and the crew was off to Egypt.

Upon landing in Egypt, Pitts and his crew discovered the country was observing a religious holiday. Since they needed to exchange their money to buy fuel, the flight was delayed another three days until the holiday ended.

Getting around Egyptian bureaucracy was a "nightmare of petty official bribery," Pitts said. "I told a guard, 'All I've got is \$20 bills.' He said that's OK."

The trip continued to Saudi Arabia, India, Australia, Hawaii and San Francisco. Actual flying and sleeping time would have made the trip 11 days.

Pitts said his trip was a successful

demonstration of a new navigation system, the Marconi omega, and of new winglet technology. Winglets work like the sail of a sailboat. They work to reduce some of the drag a plane experiences and help propel the plane forward, making it more fuel-efficient. Pitts' plane was modified to hold 300 gallons of fuel, which allowed it to travel up to 3,000 miles before refueling.

Pitts said the trip was "important to me because aviation technology is the greatest contribution (in the United States) to the balance of trade."

"Last year, for the first time, aerospace technology contributed more to the balance of trade than anything, including agriculture. A few years ago, we were the undisputed leader in 24 technology areas. Today we lead only in aerospace technology. If we give away the leadership in this, we will be hurting," he said.

Pitts said while the need for aerospace technology is increasing, the number of engineers is decreasing.

"We have a critical problem today with engineering students; there's a shortage at the graduate level," he said. "We've been asked by Congress to get into the scene." The shortage will affect our future, he said.

So Pitts spends much of his time traveling and talking to students, sandwiching the importance of aviation technology between anecdotes of his flight around the world and pilot experiences.

"I hadn't intended to be a spokesman, but because of the vast interviews I've had . . . I'm not afraid to speak out. Someone has to."

## Northwest not planning to end Grand Forks flights 6-18-82

Northwest Airlines Inc. has no plans to end service in Grand Forks.

Matt Gonring, Minneapolis, manager of Northwest's public relations, said the airline does not plan to leave Grand Forks. He said he had not heard any rumors that the airline was pulling out. His department would be among the first to know if the rumors were true, Gonring said.

"Northwest Airlines has not abandoned any markets that it's served in many, many years. Virtually every city we've started in, we've stayed in," he said.

"We consider Grand Forks one of our major markets.

We're committed to service there indefinitely," Gonring said. Northwest has three arrivals and three departures daily at Grand Forks International Airport.

Grand Forks is served by Northwest, Frontier and Republic Airlines.

Harold Vavra, North Dakota Aeronautics Commissioner, said under deregulation effective in October 1978, airlines provide service to cities at their discretion. A commercial airline can pull out unless it is the only one serving a particular city.

"All the airlines have the complete option as to what cities they want to serve," he said. "In other words, whether they want to continue or discontinue or increase service, all those options are a management option."

That does not apply to commuter airlines that provide essential service to cities.

#### Legal Notices

**ADVERTISEMENT FOR BIDS**  
Notice is hereby given that sealed bids for the Reconstruction of Heavy-Duty Carrier Apron at Grand Forks International Airport, City Project 2967, will be received by the undersigned until 2:00 p.m. on June 11, 1982, at his office in the City Hall in the City of Grand Forks, North Dakota, at which time they will be publicly opened and read aloud.

All work shall be done in accordance with approved drawings and specifications on file in the Office of the City Auditor, City Hall, Grand Forks, North Dakota. Copies of the contract documents, including plans and specifications, may be obtained from the Grand Forks City Engineer, City Hall, Grand Forks, North Dakota upon receipt of a non-refundable deposit of thirty dollars (\$30.00) per set, payable to the City of Grand Forks.

The approximate quantities of work and materials for this project are:

**Schedule I Paving**  
13, 697 S.Y. Remove Concrete Pavement  
9,885 C.Y. Common Excavation  
20,150 C.Y. Embankment  
20,157 S.Y. Lime-Treated Subgrade  
255 Ton Lime  
6,465 Ton 6" Bituminous Base Course  
388 Ton Bituminous Material  
19,319 S.Y. 14" P.C.C. Pavement  
507 S.Y. 10" P.C.C. Pavement  
838 S.Y. 18" P.C.C. Pavement  
123 C.Y. Topsoil  
20 M.S.F. Seeding  
126 L.F. Blast Fence  
1 L.S. Project Sign

**Schedule II Lighting**  
2,550 L.F. Cable Trench  
2,550 L.F. Underground Cable, in Trench  
90 L.F. Underground Cable, in Duct  
90 L.F. Bare Counterpoise, in Trench  
10 L.F. 4-Cal Duct  
10 Ea. Relocate Base-Mounted Taxiway Lights  
1 Ea. Relocate Wind Cone  
4 Ea. Airport Obstruction Lights

Each bid must be submitted upon the basis of cash payment for the work, on blanks furnished by the City Engineer, and must be accompanied by an acceptable bidder's bond, in a separate attached envelope, running to the City of Grand Forks, in an amount of five percent (5%) of the bid executed by the bidder and a surety company authorized to do business in North Dakota, assuring that the bidder will enter into a contract for performance of the work if awarded to him. Each contractor who submits a bid must hold a North Dakota Contractor's License as provided by law, and such license must have been in effect at least ten (10) days prior to the date set to open bids.

All bids must be submitted in a bidding envelope that is securely sealed. The envelope shall be plainly marked to indicate contents and shall show the following information:

- 1) The class of license held by the bidder.
- 2) The number of the bidder's license.
- 3) The name of the person, firm or corporation submitting the bid.
- 4) Date on which license was issued or renewed.
- 5) Project number and title.

A bid submitted without this information on the envelope will not be considered.

The successful bidder will be required to comply with all applicable Federal Labor Laws, including the minimum wage rate decisions of the U.S. Department of Labor, which are contained in the project specifications. Bidders and sub-bidders are required to comply with Title 29, Code of Federal Regulations, Part 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

(Seal)

(May 21, 28, June 4, 1982)



# UND aviation 'taking off'

6-26-82  
Breaking ground this afternoon for the new \$4 million aviation building on the campus of the University of North Dakota marks a new milestone for the fastest-growing department at the school.

The new structure, to be built largely with federal funds, will put UND in the big leagues of aviation training, if it was not already there. The building will be the only center in any U.S. college or university devoted exclusively to aerospace and atmosphere studies.

Its existence will open the way for further growth, both in aviation education and research.

Among other things, the new structure will provide facilities for training air controllers, as well as all other phases of education. It was in part the air controllers' strike last year which led to the decision of the government to finance the new center.

Senator Mark Andrews, who will be the main speaker at the 2 p.m. groundbreaking ceremony, guided the legislation making it possible through Congress. Another of the sparkplugs behind the new structure, along with department chairman John Odegard, was State Sen. Bryce Streibel of Fessenden. A former member of the State Board of Higher Education and a champion of the UND aviation program, Streibel will donate the furnishings for the two major offices and the conference room in the new center.

A unique feature of the new building will be inclusion of an atmosphere, a modified planetarium, financed from the estate of the late Arthur Anderson of East Grand Forks. It is likely to be a drawing card for many visitors, young and old, to the campus.

Today's groundbreaking is truly a momentous event. To all of the principals who have made it possible, our congratulations.

## UND aviation building ground-breaking is today

6-26-82  
Several state and University of North Dakota officials will help break ground today for UND's new Center for Aerospace and Atmospheric Studies.

The three-story, \$4.3 million center will be built on the western edge of the campus, at the corner of Tulane Drive and University Avenue.

Sen. Mark Andrews, R-N.D., and state Sen. Bryce Streibel, R-Fessenden, will join UND President Thomas Clifford and John Odegard, who chairs the university's aviation department, at the 2 p.m. groundbreaking. A representative of the Federal Aviation Administration also will be present.

The State Board of Higher Education approved plans for the center earlier this month. The U.S. Department of Transportation has appropriated \$4 million for the building. The additional \$300,000 will come from the estate of Arthur Anderson, an East Grand Forks-area farmer who died in 1973.

## Donation

Continued from Page 1A

education has to be the state's highest priority, and that maintaining broad, equal access to higher education is likely to become more difficult.

"It has become increasingly difficult for students or their parents to finance a higher education," he said. "That's going to become an even more pressing problem."

He said he will give the foundation "a lot of flexibility" on how to use his gift. The land probably will be sold and the proceeds invested, he said, with the interest being used for scholarships.



Bryce Streibel says he wants to leave his mark on generations to come. 7-3-82

## Streibel giving land to UND

By Chuck Haga  
Herald Staff Writer

State Sen. Bryce Streibel, R-Fessenden, will donate land valued at more than \$1 million to the University of North Dakota Foundation for student scholarships.

Streibel, a former majority leader of the state House and member of the State Board of Higher Education, said he will deed his Wells County farmland to UND "because I want to leave my mark, my impression, on generations to come."

He said his work on the board and in the Legislature convinced him that

Please see DONATION,  
Back page of this section

Some of the scholarships will go to students in UND's department of aviation, Streibel said. His son, Kent, graduated from the department and now works there as an assistant chief flight instructor.

"Our son hated academics before he went to the university, but the aviation program turned him on," he said. "He enrolled there and did very well. That just gave us the commitment to try to do something to show our appreciation for what they had done for our one and only child."

Streibel also contributed \$6,000 to

furnish executive offices and a conference room in the university's new Center for Aerospace and Atmospheric Studies. He was present for the ground-breaking ceremonies last week.

UND President Thomas Clifford said Streibel's major contribution to the university's scholarship fund is especially valuable in light of federal student aid cutbacks and the recession's effects on family finances.

Clifford said the gift also would boost a major fund-raising effort the university plans in conjunction with UND's centennial in 1983.

## Air traffic rises here

7-10-82  
Airline passenger traffic at Grand Forks increased 21 percent in June compared with May, according to Harold G. Vavra, director of the North Dakota Aeronautics Commission.

While increases for airline passenger business are normal in June, the 13 percent increase is substantially greater than the 7 percent recorded last June.

The number of June airline passengers increased an average of 13 percent in seven North Dakota cities. Grand Forks passengers totaled 71,037, an increase of 8,245 from May. Fargo traffic increased 15 percent during the month, and Minot traffic was up 11 percent. Bismarck reported a 9 percent increase, and Jamestown, Devils Lake, and Williston each had a 10 percent increase.

The increases took place while Northwest Airlines was providing partial air service to three North Dakota cities during part of June, Vavra said.

Airline passenger business is considered one of the leading indicators of future business trends, Vavra said.

## AGENDA CITY COUNCIL MEETING Tuesday, September 7, 1982 7:30 P.M.

- 1 ROLL CALL:
- 2 READING AND APPROVAL OF MINUTES:  
August 16, 1982
- 3 PUBLIC HEARINGS, PETITIONS, REMONSTRANCES & COMMUNICATIONS:
- 3-1 Public hearing on proposed uses of general revenue sharing funds.
- 3-2 Public hearing on substandard building at 2002 Gateway Dr.
- 3-3 Matter of donation to police department from Columbia Mall CONSENT AGENDA (Items 3-4 through 3-18)
- 3-4 Matter of bill for welcome flags. (#1 Finance)
- 3-5 Matter of additional 1¢/gal. gasoline tax. (Finance Comm.)
- 3-6 Matter of additional 1¢/gal. aviation fuel tax. (Finance Comm.)
- 3-7 Matter of communication franchise fee tax. (Finance Comm.)
- 3-8 Matter of acquisition of real property for airport expansion. (Finance Comm.)
- 3-9 Matter of acquisition of real property for flood control diversion project. (Finance Comm.)
- 3-10 Matter of request for funds to research alternative plan for social security. (Finance Comm.)
- 3-11 Matter of offer for leasing of off-street parking for City Hall across alley from Sons of Norway lot. (Finance Comm.)
- 3-12 Matter of refund to UND for overpayment of water and sewerage bills. (Finance Comm.)
- 3-13 Matter of prisoner work release program. (Public Safety Comm.)
- 3-14 Matter of special assessment district, 1700 blk. of Univ. Ave. (Public Service Comm.)
- 3-15 Application for moving permit by Bill Hastings, Jr. to move garage from outside city to 911 19th Ave. S. (Public Service)
- 3-16 Matter of agreement to construct 30th Ave. S. between S. 17th St. and S. 20th St. (Public Service)
- 3-17 Matter of proposed ordinance relating to excavation of streets. (Public Service)
- 3-18 Matter of petition to vacate utility easement on Lots 4 and 5, Blk. A, Blair-Satrom 2nd Addn. by Allen Enger and Kenneth Bakke. (Public Service Comm.)
- 4 REPORTS OF OFFICERS:
- 4-1 Various reports
- 5 ACCOUNTS, CLAIMS & BILLS:
- 5-1 Bill listing
- 5-2 Community Development bills
- 6 REPORTS OF STANDING COMMITTEES:
- 6-1 Matter of budgeting for used pickup for Fire Dept.
- 6-2 Matter of preliminary budget for 1983.
- 6-3 Matter of property appraisal for 319 N. Columbia Rd.
- 6-4 Matter of merger of Modern Merchandising, Inc. with subsidiary of Best Products Co. and amending of MIDA bond lease.
- 6-5 Matter of leasing of Sons of Norway lot for City Hall.
- 6-6 Request by Paula Kallinen, police dept. for maternity leave.
- 6-7 Matter of petition for improvement of drainage ditches in Sun-Beam Addn. (Proj. 3090).
- 6-8 Matter of second-level air carrier loading bridge at airport.
- 6-9 Matter of proposal by All Seasons Garden Center to amend street and highway plan to delete N/S right of way reservations through Lots A and B of Haley's 1st Subd.
- 6-10 Petition requesting repair of low areas in 700 blk. N. 5th St., because of drainage problem.
- 6-11 Matter of right of way acquisition for Sewer Separation Proj. 2941-E, Lincoln Dr. area.
- 6-12 Matter of proposal re. full disclosure act when property is sold.
- 6-13 Matter of temporary modular office building at airport.
- 6-14 Matter of Supplemental Agreement No. 1 to grant agreement for FAA Proj. 6-38-0022-08.
- 6-15 Matter of entering into contract with Ron's Electric, Supplemental Agreement No. 1 to FAA Proj. 6-38-0022-08.
- 6-16 Matter of supplement to engineering agreement for FAA Proj. 6-38-0022-08.
- 6-17 Matter of plans and specifications for Paving Proj. No. 2908.
- 6-18 Matter of change order for Proj. 2967, airport.

## County receives aircraft money

7-10-82  
Grand Forks County received \$2,502 for its share of aircraft and aerial spray license fees collected in the state during 1981. The North Dakota Aeronautics Commission paid a total of \$26,996, which represents the counties' share of fees collected for 1,724 airplanes and helicopters licensed last year. Grand Forks County has 168 registered planes. Cass County, which includes Fargo, has 229 registered planes, and Ward County, which includes Minot, has 127. Pembina County was paid \$1,276 for 54 planes, and Walsh was paid \$725 for 42 planes. The county treasurer returns its share to municipalities and airport authorities within the county, which own and operate public airports. The money will be used for maintenance or improvements.

## United Airlines ready for 767 flight

7-8-82  
United Airlines' new fuel-saving, twin-jet Boeing 767 will make its first commercial flight today on a run from Chicago to Denver. The 767s will begin runs Thursday to San Francisco, Boston and New York's La Guardia airport. "The 767 is 35 percent more fuel efficient than the Boeing 727-stretch which they are replacing," United representative Joe Hopkins said Tuesday. Each craft costs \$40.5 million. The plane, filled with new electronic equipment, has seating for 197 passengers.



# UND to offer first FAA airway science program

8-16-82

By Phyllis Mensing  
Associated Press

With a dozen students and a couple of donated airplanes, the University of North Dakota aviation department got off the ground 13 years ago by offering students the chance to combine love of flying with down-to-earth business savvy.

Today, the university's aviation students number 750 and its fleet includes 60 airplanes. And this fall, it will become the first school in the country to offer a four-year airway science program developed by the Federal Aviation Administration to upgrade the aviation industry.

"In the future, a pilot per se will be a dime a dozen. What you've got to do is fly an airplane and have other skills, too," says John Odegard, the former crop duster and former certified public accountant who now chairs the school's aviation department.

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

"General-aviation aircraft and hours flown will nearly double in the next two decades," Helms said in a re-

cent letter to the national Higher Education Commission. "There will be significant changes in the technology, which will require a very sophisticated broad-based technical and managerial work force that can meet the new and changing demands of the system."

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

Odegard disagreed.

Today, the department has a \$6 million annual budget and 200 employees, including 90 flight instructors. The bulk of that budget comes from student fees and research contracts, and students go on to everything from airport management to weather research.

When President Reagan fired striking air traffic controllers last year, the university was the only four-year school with a curriculum designed to train 30 to 50 new controllers each year. That curriculum helped it win a \$4 million federal grant for a three-story aerospace and atmospheric stud-

## UND reorganizes aviation and atmospheric research programs into new center

The University of North Dakota's aviation and atmospheric research programs have been reorganized into the Center for Aerospace Sciences, according to UND President Thomas J. Clifford.

The center will include the departments of aviation and computer science and a proposed department of atmospheric sciences, as well as support divisions for research, flight operations, fiscal affairs and aviation-related com-

puter services.

The center was called the Center for Aerospace and Atmospheric Studies.

John Odegard, who chairs the aviation department and is director of the center, said the name change reflects the move into a new building in the fall of 1983 and the diversity of future center programs.

ies center, to be finished late next year.

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

That philosophy has guided Odegard, 40, throughout his career.

Born in Minot, N.D., Odegard came to UND after serving as a crop duster, a corporate pilot, a certified public accountant and a financial representative for Boeing Co. While working on his advanced degree, he helped rejuvenate the school's flying club and offered to teach a course in aviation.

Odegard had the support of Thomas Clifford, former dean of the business

college and now the school's president.

A department won state approval with the condition that it be self-supporting, and in 1969 UND became the first school in the nation to offer a college business degree in aviation administration.

The next year, Odegard talked the city of Grand Forks into buying a portable air traffic control tower and won FAA approval to train students there. He also lured people from the airplane industry into the classroom.

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

department.

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

Eighty-five percent of the UND aviation majors end up in the aviation industry, Smith said.

Odegard says airway science majors will be eligible for a proposed federal register from which the FAA wants to choose 500 employees a year.

Future projects for the department include research on pilots' reactions to adverse conditions and the possibility of designing cockpits to counter stress.

## City Council gives budget preliminary OK

9-8-82

The Grand Forks City Council gave preliminary approval Tuesday to a \$57.5 million 1983 budget that will increase taxes slightly for city property owners.

The increase in taxes — about 90 cents per month for the owner of a \$50,000 home — comes despite a drop in the overall budget and in the general fund, which pays for salaries and operation of City Hall.

Of the total budget, taxpayers pay only about \$3 million. The total budget

is down from last year because of a decrease in federal and state grants.

Increased costs in employee pension and the city's share of Social Security costs are part of the reason owners of a \$50,000 home will pay about \$190 in taxes in 1983, instead of the \$179 paid in 1982.

The city's share of special assessments, and a 1-mill building fund tax being reinstated this year are the other

be made before Oct. 1.

In other action Tuesday, the council:

- Approved bids to build a new bus garage, but the approval is contingent on the city obtaining more federal aid for the project. Original estimates for the construction were \$1.5 million total cost, but the approved bid was for \$1.7 million. The city pays 20 percent of that cost.
- Dropped action on a full disclosure act. Council member Michael Polovitz had proposed the act so persons buying

property would be aware of all the laws affecting use of that property. He dropped his proposal because local real estate agents said they already provide the information.

- Approved plans for a loading bridge at Grand Forks International Airport. The city will pay \$150,000 of the \$230,000 cost, with Northwest Airlines picking up the rest of the expenses. The company will also pay the city back over a 15-year period, with interest.

— Joyce Terhaar

### Legal Notices

#### ADVERTISEMENT FOR BIDS

Notice is hereby given that sealed bids for the Reconstruction of Heavy-Duty Carrier Apron at Grand Forks International Airport, City Project 2967, will be received by the undersigned until 2:00 p.m. on June 11, 1982, at his office in the City Hall in the City of Grand Forks, North Dakota, at which time they will be publicly opened and read aloud.

All work shall be done in accordance with approved drawings and specifications on file in the Office of the City Auditor, City Hall, Grand Forks, North Dakota. Copies of the contract documents, including plans and specifications, may be obtained from the Grand Forks City Engineer, City Hall, Grand Forks, North Dakota upon receipt of a non-refundable deposit of thirty dollars (\$30.00) per set, payable to the City of Grand Forks.

The approximate quantities of work and materials for this project are:

**Schedule I Paving**  
13,697 S.Y. Remove Concrete Pavement

2,885 C.Y. Common Excavation  
20,150 C.Y. Embankment  
20,157 S.Y. Lime-Treated Subgrade  
255 Ton Lime  
6,465 Ton 6" Bituminous Base Course

388 Ton Bituminous Material  
19,319 S.Y. 14" P.C.C. Pavement  
507 S.Y. 10" P.C.C. Pavement  
838 S.Y. 18" P.C.C. Pavement  
123 C.Y. Topsoil

252 L.F. Seeding  
126 L.F. Blast Fence  
1 L.S. Project Sign

#### Schedule II Lighting

2,550 L.F. Cable Trench  
2,550 L.F. Underground Cable, in Trench

90 L.F. Underground Cable, in Duct  
2,550 L.F. Bare Counterpoise, in Trench

90 L.F. Bare Counterpoise, in Duct  
10 L.F. 4-Cell Duct  
10 Ea. Relocate Base-Mounted Taxiway Lights

1 Ea. Relocate Wind Cone  
4 Ea. Airport Obstruction Lights

Each bid must be submitted upon the basis of cash payment for the work, on blanks furnished by the City Engineer, and must be accompanied by an acceptable bidder's bond, in a separate attached envelope, running to the City of Grand Forks, in an amount of five percent (5%) of the bid executed by the bidder and a surety company authorized to do business in North Dakota, assuring that the bidder will enter into a contract for performance of the work if awarded to him.

Each contractor who submits a bid must hold a North Dakota Contractor's License as provided by law, and such license must have been in effect at least ten (10) days prior to the date set to open bids.

All bids must be submitted in a bidding envelope that is securely sealed. The envelope shall be plainly marked to indicate contents and shall show the following information:

1) The class of license held by the bidder.

2) The number of the bidder's license.

3) The name of the person, firm or corporation submitting the bid.

#### INVITATION TO BID

Sealed bids for the construction of a Stair/Elevator Connection for a Loading Bridge at the Terminal Building at Grand Forks International Airport will be received by the City of Grand Forks at the Council Chambers in City Hall, Grand Forks, until 2:00 P.M. local time on the 14th day of October, 1982, after which they will be opened and read aloud at a place to be designated later.

Bids will be received at that time on the following division of the work:

#### GENERAL CONSTRUCTION

##### ELEVATOR

The Drawings and Specifications have been prepared by JOHNSON/HALVERSON/ANDERSON/ARCHITECTS, P.A., Grand Forks, North Dakota; Loe and Trecheolt, Box 542, Bismarck, North Dakota; Neppel Engineering, 213 1/2 North Fourth, Grand Forks, North Dakota. They are on file at the City Engineer's office in City Hall and the Airport Manager's office at the Airport Terminal Building, copies of which may be seen at the office of the Architects, the F.W. Dodge Plan Room and SCAN in Minneapolis and the following Builders' Exchanges: Minneapolis and St. Paul, Williston, Minn., and Construction Plan Exchange, Bismarck, North Dakota; and Plains Builders Exchange, Sioux Falls, South Dakota.

Qualified bidders may obtain Drawings and Specifications from the Architect upon deposit of the following plan deposit:

Complete Set \$25.00

Each bid shall be accompanied by a Bidder's Bond in a sum equal to five percent (5%) of the total amount of the bid executed by the bidder as principal and by a Surety Company authorized to do business in North Dakota as the Surety, conditioned that if the principal's bid is accepted and the contract awarded to him, he, within ten (10) days after notice of award, will execute and effect a contract in accordance with the terms of his bid and provide a Contractor's Performance and Payment Bond as required by law and the regulations and determinations of the State Board of Higher Education.

Each Contractor who submits a bid must hold a North Dakota Contractor's License as provided by law, and such license must have been in effect at least ten (10) days prior to the date set to receive the bids.

No bids will be read or considered which does not fully comply with the above provisions as to bond and licenses, and any deficient bid submitted will be resubmitted and returned to the bidder immediately.

The City of Grand Forks reserves the right to hold all bids for a period of thirty (30) days after date fixed for the opening of bids and to reject any and all bids and waive any formalities or irregularities.

CITY OF GRAND FORKS  
GRAND FORKS, N.D.  
By: Don Tingum  
City Auditor  
(Sept. 23, 30, Oct. 7, 1982)

#### NOTICE

#### ADVERTISEMENT FOR BIDS GENERAL AVIATION SITE PREPARATION GRAND FORKS INTERNATIONAL AIRPORT GRAND FORKS, NORTH DAKOTA

##### FAA PROJECT NO. 3-38-0022-01

Sealed bids for the General Aviation Site Preparation on site of Grand Forks International Airport, Grand Forks, North Dakota, will be received by the City Council, Grand Forks, North Dakota until two (2:00) o'clock p.m. CDT, Thursday, October 7, 1982. All bids will be publicly opened and read aloud at two (2:00) o'clock p.m. CDT, Thursday, October 7, 1982.

The Proposal must be mailed to or deposited with the City Auditor and shall be sealed and endorsed "General Aviation Site Preparation, FAA Project No. 3-38-0022-01," and shall indicate the type and number of contractor's license.

The proposed work consists of the following estimated quantities:

Bid Item	Description	Unit	Quantity
1.	Excavation.....	C.Y.	100,000
2.	"Borrow" Area Fill.....	C.Y.	210,000
3.	Topsoiling.....	C.Y.	82,000
4.	Storm Drainage Pipe.....	L.F.	271
a.	36" RCP - Class III.....	L.F.	832
b.	42" RCP - Class III.....	L.F.	406
c.	48" RCP - Class III.....	L.F.	406
d.	54" RCP - Class III.....	L.F.	160
e.	17" x 13" Steel Arch Pipe.....	L.F.	320
f.	24" x 20" Steel Arch Pipe.....	L.F.	130
g.	35" x 24" Steel Arch Pipe.....	L.F.	460
h.	42" x 29" Steel Arch Pipe.....	L.F.	360
4.1	Flared End Sections.....	Ea.	1
a.	36" RCP.....	Ea.	2
b.	42" RCP.....	Ea.	4
c.	17" x 13" CMP.....	Ea.	8
d.	24" x 20" CMP.....	Ea.	2
e.	28" x 20" CMP.....	Ea.	4
f.	35" x 24" CMP.....	Ea.	4
g.	42" x 29" CMP.....	Ea.	4
5.	Tee Manholes.....	Ea.	3
a.	Tee Manholes.....	Ea.	3
b.	Tee Intersections.....	L.S.	1
6.	Outfall structure.....	L.S.	1
7.	54" Flap Gate.....	L.F.	235
8.	Pipe Encasement.....	L.F.	2,700
9.	Fence Removal.....	S.Y.	110
10.	Concrete Road Replacement.....	C.Y.	75
11.	Controlled Density Fill.....		

Plans and specifications are on file and may be seen at the office of the Grand Forks International Airport, Grand Forks, North Dakota; the City Engineer's office, Grand Forks, North Dakota; the Builders' Exchanges at Fargo, Bismarck, Grand Forks, Minneapolis and St. Paul; Construction Plans Exchange, Bismarck; and at the office of the Engineer, Utileig Engineers, Inc., 1401 Oak Manor Avenue, Fargo, North Dakota.

Copies of the Plans and Specifications and other bidding and contract documents may be obtained by payment of forty dollars (\$40.00) (non-refundable) to Utileig Engineers, Inc., P.O. Box 1569, Fargo, North Dakota 58107, for each set so obtained.

Each bid shall be accompanied by a separate envelope containing a bidder's bond in a sum equal to five percent of the full amount of the bid, executed by the Bidder as principal and by a surety company authorized to do business in this state, conditioned that if the principal's bid is accepted and the contract awarded to him, he, within ten days after notice of award, will execute and effect a contract in accordance with the terms of his bid and a contractor's bond as required by law and the regulations and determinations of the governing board. The bid bond of the two lowest Bidders will be retained until the contract has been awarded and executed, but no longer than sixty (60) days. The bid security is a guarantee that the Bidder will enter into contract for the work described in the Proposal.

The successful Bidder will be required to furnish a Contract Performance Bond and Payment Bond in the full amount of the contract.

The proposed contract is subject to minimum wage rates as established by the Department of Labor for this project and contained in the Specifications.

Work on the project is required to be started on the date to be fixed by the Grand Forks International Airport, Grand Forks, North Dakota. Notice to Proceed will be given to the Contractor ten (10) days in advance. Work phases and completion schedules are as shown in the Special Provisions, which are contained in the advertised specifications (41 CFR 60-1.40).

The Grand Forks International Airport, Grand Forks, North Dakota, reserves the right to hold all bids for a period of ninety (90) days after the date fixed for the opening thereof and to reject any and all bids and waive defects and to accept any bids should it be deemed for the public good and also reserves the right to reject the bid of any party who has been delinquent or unfaithful in the performance of any former contract with the Owner.

The successful Bidder will have to obtain a statement from the office of the State Tax Commission showing that all taxes due and owing to the state of North Dakota have been paid

before the contract can be executed.

The proposed contract is under and subject to Executive Order No. 11248, September 24, 1965 and to the equal opportunity clause. The requirements for Bidders and Contractors relative to this order are included in the Specifications. The Bidder (Proposer) must supply all the information for the bid on the furnished "Proposal" form.

**Required Labor and CEO Provisions:**  
1. The successful Bidder will be required to comply with all applicable Federal Labor Laws, including the minimum wage rates decision of the United States Department of Labor which are contained in the advertised specifications.

2. Bidders and sub-bidders are required to comply with Title 29, Code of Federal Regulations (1518, 36 F.R. 7340) promulgated by the United States Secretary of Labor, in accordance with Section 107 of the contract work hours and safety standards act, (82 Stat. 96) not requiring any laborer or mechanic to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to their health and safety.

3. The Grand Forks International Airport, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252; 42 U.S.C. 2000d-4 and Title 49, Code of Federal Regulations, will not discriminate in the award of the contract. The Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit in response to this invitation and will not be discriminated against on the grounds of race, color, religion, sex, or national origin in consideration for an award.

4. A Contractor having 50 or more employees who may be awarded a contract of \$50,000 or more and sub-contractors having 50 or more employees and who may be awarded a subcontract of \$50,000 or more will be required to maintain an affirmative action program, the standards for which are contained in the advertised specifications (41 CFR 60-1.40).

5. Contractor will be required to submit a certification of nonsegregated facilities from all subcontractors for subcontracts exceeding \$10,000.

6. Contractors are subject to the requirement for Affirmative Action to ensure Equal Employment Opportunity (Executive Order 11246, as amended), provisions of which are contained in the advertised specifications.

Dated this 10th day of September, 1982.

Donald O. Tingum

City Auditor

City of Grand Forks

(September 15, 22, 29, 1982)



# Landowners upset over plan by city to acquire land

10-14-82

By Joyce Terhaar  
Herald Staff Writer

Grand Forks city efforts to acquire about 165 acres of land for airport expansion and a diversion ditch to the English Coulee may put the city in court.

While negotiations are only beginning between the city and landowners for the property, at least one landowner is furious the city wants his property.

The two projects require use of 160 acres of land owned by Bert and Monica Larivee. The diversion ditch project requires an additional 4.4 acres on which Weekley's Auto Park Inc & Body Shop and Swangler Auto Wrecking now operate.

Whether landowners want to sell may not matter. The city of Grand Forks has eminent domain powers similar to those the state or federal government would have. The courts must determine whether the use is public and whether the city has the authority, City Attorney Jay Fiedler said.

"Once the city makes the decision to acquire, cost becomes the question. There is little left in terms of the question whether the property can be acquired," Fiedler said.

The city is prepared to offer the Larivees \$305,000 for their quarter section of land, but is waiting for final approval of the appraisal necessitated by federal regulations. The city also will make an offer for the Swangler and Weekley property after an appraisal is completed.

Local attorney Alan Larivee, son of Bert Larivee, said his parents would prefer not to talk to a reporter about the property.

Myron Weekley, however, said he objects "strenuously" to any move by the city to take part of his property, because "it's going to cripple my whole yard."

Weekley said he would have to move 500 cars if the city condemns the tip of his property for the diversion ditch.

The Swanglers are not eager to sell, either.

Jerry Swangler said, "We don't care to sell the land. They've (the city) got

property right there on their dump property."

The city owns property directly north of the Swangler and Weekley property. But Fiedler said city engineers found the landfill property too unstable to use for a diversion ditch.

Weekley contends it would be possible to build the ditch on that property, just more expensive.

"It should have gone through on the landfill. But they say it will cost more, so they're going through on my property. So, I'm subsidizing their project," Weekley said.

Weekley said he plans to fight any efforts to take his property. If the city wins, he said he wants to make the city buy all 90 acres rather than 3.4. Fiedler said he doubts that could happen, since the city would only be required to pay the value of the land it uses, and any difference in value of the rest of the property caused by the project.

City officials plan to file a "quick take" with the courts, if necessary, so they can start construction of the diversion ditch before finishing legal procedures to acquire the property. That means they deposit the money for the property and begin construction without waiting for a court condemnation.

The English Coulee diversion ditch is part of a three-phased project to ease flooding from the coulee. The diversion ditch is the first phase; the other two include deepening of another ditch along U.S. Highway 2, and construction of a retention dam.

Expansion of the airport includes a new, north-south general runway. The city needs the Larivee property for additional air rights, and for the new runway, Orthmeyer said.

The \$3.9 million airport expansion involves \$3.5 million in federal money for the project. Because of the FAA grant, the city must follow regulations that outline the procedure for obtaining land. The regulations require an appraisal and approval of that appraisal by the state Highway Department before the city can make an offer to the landowner.

# GF, 4 other N.D. cities vie for flight station

12-1-82

By Mike Brue  
Herald Staff Writer

An automated flight service station planned by the Federal Aviation Administration has Grand Forks and at least four other North Dakota cities locked in a bidding dogfight.

The prize includes not only the station — part of an FAA national modernization and consolidation program — but millions of dollars in salaries, future air service growth and other benefits.

Under the program, the FAA will pare its 317 flight service stations across the nation to 61 by 1987. The new automated stations would provide flight and weather information, flight plan handling, search and rescue operations and other aeronautical services for pilots.

North Dakota will get one automated flight station, staffed by 35 to 45 specialists with an annual payroll of roughly \$1 million or more, according to Lyle Wicken, air traffic manager at Grand Forks International Airport.

Besides Grand Forks, the FAA now operates stations in Dickinson, Jamestown and Minot. Bismarck has joined those cities in the bidding battle, Bis-

marck Municipal Airport Manager Ray Heinemeyer told The Associated Press Tuesday. Bids are due today.

A FAA regional board in Des Plaines, Ill., must select its flight service sites by October 1983. Wicken said a decision for North Dakota could come as early as April. Some sites already have been chosen in other states.

"Quite frankly, I think Grand Forks has as good a chance as any," Mayor H.C. Wessman said Tuesday. Wessman went to Illinois with John Odegard, director of the University of North Dakota Center for Aerospace Sciences, and Ken Leigh, executive director of the Grand Forks Chamber of Commerce, to present the city's bid Monday.

City officials have kept mum about bid details; cities can still amend their proposals, and might be prone to do if they felt it would improve their chances, Wessman said.

"If costs are involved," he said, "I would assume the city would fund it through some type of general obligation mechanism."

On Nov. 23, Thief River Falls, Minn., voters gave the city permission to issue up to \$1 million in general obligation bonds for an automated

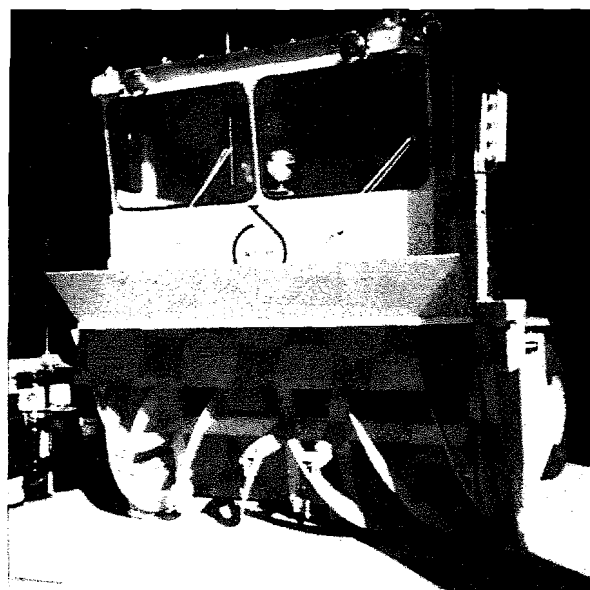
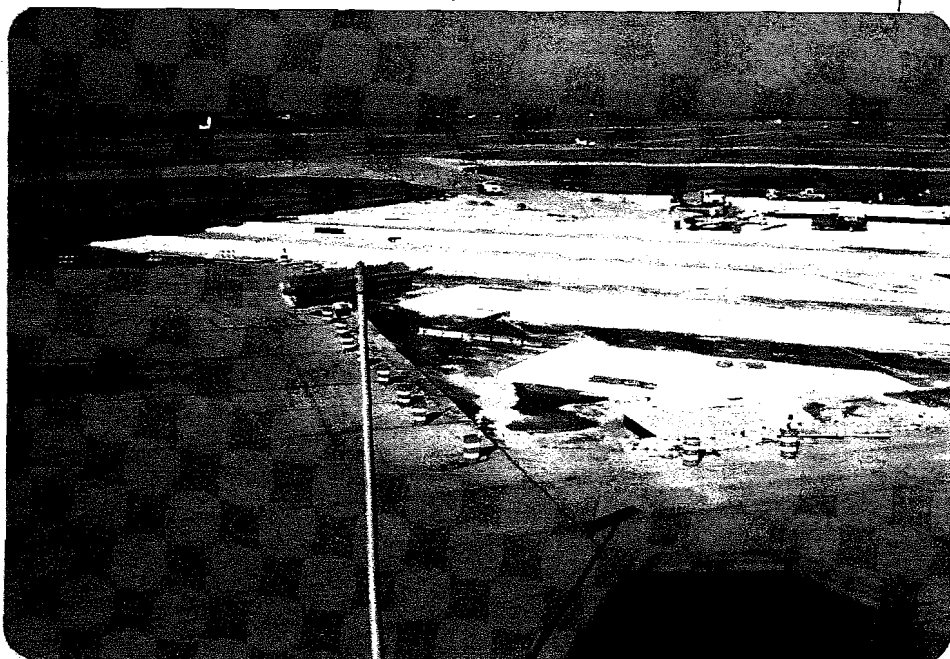
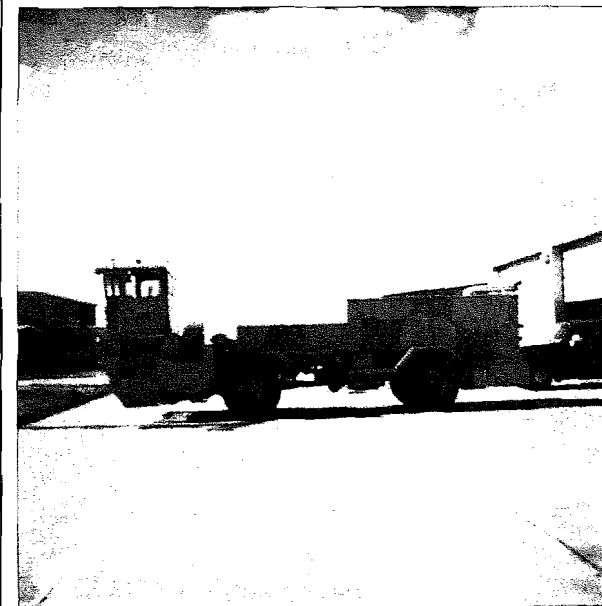
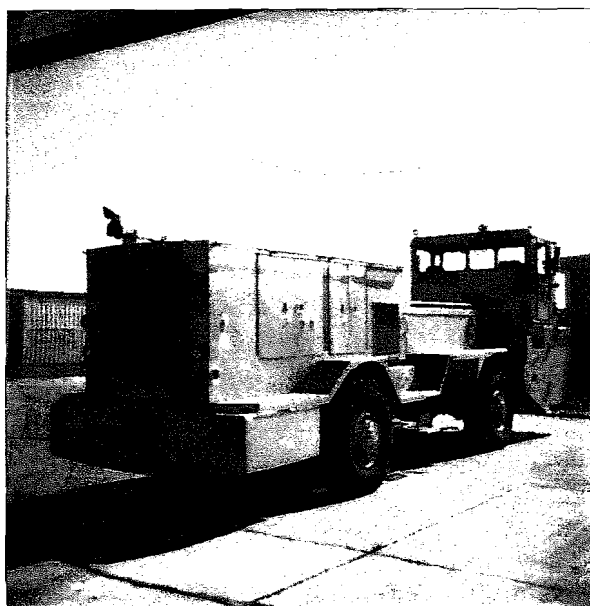
flight service station at the city's airport, provided the FAA selects that city for a station. Thief River Falls and 21 other Minnesota cities have bid for a station.

Wicken said Grand Forks' service activity and flight center staff size offer two advantages over other North Dakota cities.

The Grand Forks station serves more flight traffic than the states' other three flight centers combined, Wicken said. It also staffs 17 people, roughly twice the number of staff sizes at other state stations, he added. "If the flight station is located elsewhere, it would necessitate moving 17 employees to a new location," he said.

The FAA also considers community quality, such as available housing, medical and educational facilities, in its site selection process, according to FAA public affairs spokesman Bob Raynesford.

Without consolidation and modification, FAA officials estimate that 11,500 flight station specialists will be needed at an annual \$320 million cost by 1995. With automation, the agency estimates it can meet 1995 demands at half the cost with its current 5,000-employee staff.





## Tipster works to keep city airport flag flying

By Mike Brue  
Herald Staff Writer

12-4-82

Old Glory doesn't always wave over Grand Forks International Airport, Mayor H.C. Wessman's office discovered Friday.

But it didn't take the rockets' red glare and bombs bursting in air for the office to take notice.

"One fellow's been calling," administrative assistant Pat Owens said Friday. "He's called several times before."

The troubled tipster phoned City Hall again Friday, she said, complaining that the airport's Stars and Stripes was not flapping in the wind.

Owens called the airport to find out. The tip was true, she discovered from the Federal Aviation Administration flight service office.

The flag doesn't fly when the wind is whipping or the weather's wild, FAA Air Traffic Manager Lyle Wicken said. And who can tell better, he added, than the people who watch the weather?

"If we have a strong wind, just as policy, we don't raise that flag," Wicken said. "The wind out here can just tear up a flag." Gusts of 26 to 27 mph kept it down Friday, he said.

Once during mild weather, the standard remained grounded by mistake, Wicken recalled.

"But it's not something you can treat lightly," he added.

The FAA, he said, purchases the flags; it put the flagpole up at its expense, Wicken said, back in the mid-1960s when the flight station was built.

"We fully intend to continue to display the flag," he said. "We always do." The airport standard's not the city's responsibility, Wicken added. He suggested that the tipster contact him.

"I'd love to talk to him," Wicken said. "If it's a problem for him, it's real."

Who was that mast man? Don't ask City Hall, Owens said, because he refuses to give his name.

## Air charter company applies to make flights between city, Bismarck

12-18-82

Northern Airways Inc., an on-demand charter company based in Grand Forks, has applied to the North Dakota Aeronautics Commission for scheduled air service between Grand Forks and Bismarck.

If approved at the commission's Tuesday meeting, the route would be the only direct air service offered between the two cities.

Doyle Nordby, general manager for the company, said scheduled air service would begin Jan. 3, and would consist of two round-trip flights daily between the cities. The first flight would leave Grand Forks at 7:15 a.m. and return at 9:45 a.m. The second flight would leave at 3:45 p.m. and return at 6:15 p.m.

Nordby said ticket prices are not set yet, but would be about \$80 one-way.

Northern Airways opened Oct. 1 in Grand Forks. It operates 14 aircraft including the only jet air-taxi charter service in North Dakota, Nordby said. The route between Grand Forks and Bismarck would use twin-engine aircraft and the company's leased 1.8 million Cessna Citation. They will carry between six and eight passengers.

The company's operation is primarily in North Dakota, Nordby said.

Nordby said he expects the route to be in demand, since Big Sky airlines dropped its flight between the two cities this year, after it had only been in service for about a year.

"We feel it is (needed), especially with the legislative session starting up," he said.

— Joyce Terhaar

## Crop spraying ordinance studied

By Mike Brue  
Herald Staff Writer

12-21-82

The Grand Forks City Council, concerned with questions about the city's jurisdictional limits, sent a proposed aerial crop spraying ordinance on a return flight to the public safety committee Monday night.

Debate centered on a provision that would require aerial pesticide applicators spraying over city limits or within 2,000 feet horizontally of city limits to obtain a one-year city Health Department permit.

In City Attorney Jay Fiedler's opinion, the city "certainly" lacked authority to enforce the 2,000-foot provision because it has no jurisdiction. The city "more than likely" lacked the same in other sections, he added, which Federal Aviation Administration regulations address.

Fiedler said chemical drift across city limits was a more enforceable area.

Council members Richard Shea and Arden Shores, both public safety committee members, asked that the matter be returned to that body. Their request followed a motion by council member Eliot Glasheim to delete the 2,000-foot section.

Don Berg, 3720 Cherry St., a one-

time council member who has pushed for local crop spraying regulations, recommended that the proposed ordinance go back to committee to reconsider city jurisdictional limits.

Berg, working with the joint city-Grand Forks County Health Department, raised the aerial crop spraying issue this summer. Health Department Director Ken Schultz said resident concerns about chemical drift, noise and low turnarounds over residential areas first surfaced in 1980.

Besides the permit requirement, the ordinance also would require the Health Department and landowners to keep records of chemical application. Some council members supported that portion of the ordinance.

Several council members argued that more stringent FAA enforcement of that agency's rules was needed. "If these people (FAA) were enforcing these regulations, we wouldn't have a problem right now," alderman Jack Ingstad said. Compared with federal law, city rules would be "insignificant," he said.

But other council members, including William Roath and Michael Polovitz, said federal enforcement likely wouldn't improve. "I would just as soon like to have our own ordinance,"

Roath said.

FAA regulations allow spraying planes to fly "in such a way not to constitute hazards" within 500 feet of persons, vehicles, vessels and structures outside of or near "congested areas," according to Lee Mills, FAA district manager in Fargo. Planes are prohibited from turning around or pulling up over residences, Mills said last week.

Charles Bateman, who grows grain and sugar beets west of Grand Forks but not within 2,000 feet of city limits, told council members the proposal was "unworkable."

He said spray pilots are well-trained, well-regulated and knowledgeable. "I would go away at this point thinking they're a bunch of outlaws who spray poisons at their own will," Bateman said after some discussion had taken place.

In other action, the council:

- Voted 13-0 to grant an unconditional lease agreement to the Grand Forks Park District for a 6-acre tract of land by Richard's West subdivision near North 48th Street and Sixth Avenue North. Residents want to use the land for a park.

- Voted 8-5 to take \$5,000 from an airport contingency fund to plant trees and shrubs along the Grand Forks International Airport entrance road.

## Budget would cut airport aid

12-19-82

The director of the North Dakota Aeronautics Commission says Gov. Allen Olson's budget proposals would cut state aid to major North Dakota cities for airport projects by about one-third. Harold Vavra says that, for the coming biennium, Olson is recommending about \$1 million less in general fund appropriations for the aeronautics commission than it received during the present two-year period. About 95 percent of the cut would be in general fund block grants for airports at Grand Forks, Bismarck, Fargo, Minot, Devils Lake, Jamestown, Dickinson and Williston, Vavra said Friday.

## Impact statement filed for Grand Forks airport expansion

DEC-82  
RELATIVE WIN

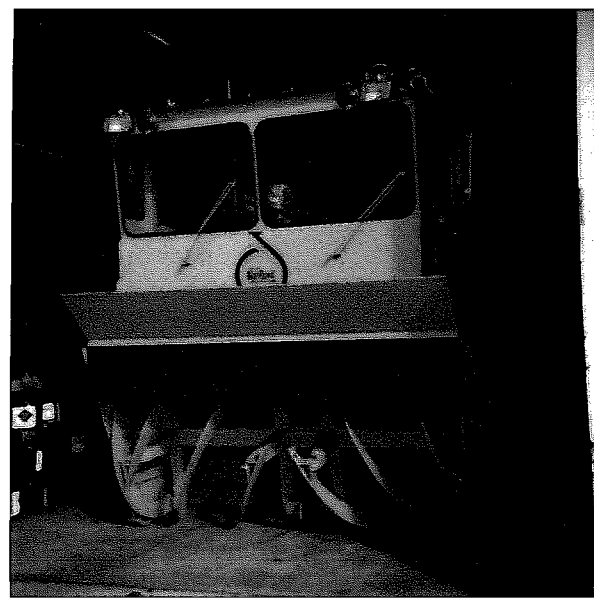
The Federal Aviation Administration has announced that a finding of "no significant impact" in an environmental assessment for expansion and improvements at Grand Forks International Airport, Grand Forks, N.D., is available for public review at the following locations:

The city auditor's office, 402 2nd Ave. N., the public library at 2110 Library Circle, the county auditor's office in the county courthouse and at the airport, all in Grand Forks; at the FAA Airports Field Office, 2000 Airport Road, Bismarck; FAA Airports District Office, 6301 34th Ave. S., Minneapolis, Minn.; and FAA Great Lakes Region Airports Division, 2300 E. Devon Ave., Des Plaines, Ill.

Included in the proposed project, estimated to cost \$3.9 million, are: acquisition of approximately 160 acres of land, construction of a new 3,900 foot

runway 17L-35R and associated taxiway for general aviation aircraft lighting for the runway, improvement of drainage, and various other airport improvements. Grand Forks International Airport has seen a dramatic increase in aircraft operations due to increased activity by the University of North Dakota's aviation program, one of the largest in the U.S.

The finding of "no significant impact" is consistent with existing National environmental policies and objectives as set forth in the Environmental Policy Act of 1969 in that the proposed project will not significantly affect the quality of the environment. An environmental assessment is a prerequisite for approval of Federal Funding under the Airport Improvement Program (AIP) of 1982. The City of Grand Forks operator of the airport, has submitted an application for Federal funds of \$3.1 million.





## Fuel sold despite safety warning

# City halts jet fuel sales for heaters

By Mike Brue  
Herald Staff Writer

The city of Grand Forks sold jet fuel for non-aviation uses during most of 1982, although its wholesaler, Texaco Inc., cautioned against it last January.

In a letter to city officials at Grand Forks International Airport, the company said its Avjet A fuel shouldn't be sold for use in unvented kerosene space heaters because potentially "dangerous" sulfur dioxide emission levels might result.

Mayor H.C. Wessman told officials at Grand Forks International Airport

to halt non-aviation sales a month ago, a decision that he said was influenced substantially by Texaco's letter.

But Wessman first learned of the letter and the fuel sales in late November, he said, when the city's inspection department received several anonymous phone calls. According to Code Enforcement Officer John Larson, the callers complained that the airport was unfairly competing with local kerosene retailers.

Since Wessman wrote airport officials Nov. 30, the mayor's office has received roughly two dozen anonymous calls from disappointed, often angry jet fuel purchasers, Administrative Assistant Pat Owens said. Callers said Avjet A fuel costs and smells less and burns better than kerosene in space heaters.

Roughly 4,000 gallons of jet fuel have been sold to non-aviation customers for more than a year, Airport Operations Manager Thomas M. Breton estimated last week.

Breton said his office had not interpreted the Texaco letter as an order to stop non-aviation fuel sales. "The letter doesn't exactly, absolutely prohibit (the airport) from selling it," Breton said.

Wessman said Larson and City Attorney Jay Fiedler advised him that the sales potentially could result in a product liability suit.

"I was more than a little bit concerned that we were selling fuel for a use that was not intended," Wessman said. "The safety factor, the liability factor is so high. That's my big concern."

The city probably has no statutory

authority to engage in retail sales of that type, Fiedler said he also told Wessman.

Larson said the fuel had been dispensed in violation of city fire codes because the airport was not equipped for non-aviation sales. The sales also "encourage or sanction" use of unvented room heaters, which Larson said generally are used in violation of the Uniform Mechanical Code adopted by the city.

The code deems burning, unvented heaters illegal — except units suspended 8 feet from the floor with added ventilation — in all buildings. The code permits flueless space heaters in buildings that are not normally heated or cooled, that are restored for historic value and that are used for agricultural purposes. But the ban on use isn't a ban on sale.

Wessman said the sale of fuel was unfortunate. "There are things that occur in various departments that we don't find out about until someone has a concern about it. It's unfortunate, but it's not unusual."

The Texaco letter came from T.G. Campbell, who last January was Texaco's Midwest regional manager of aviation sales, based in Oak Brook, Ill.

"The increase in popularity of flueless type space heaters has resulted in numerous requests for purchases of Avjet A fuel to satisfy this growing market," the letter said.

"The space heaters call for a grade of kerosene that has a maximum sulfur content of 0.04 percent," the letter continued. "There is no assurance that Texaco's Avjet grade fuel will meet this maximum sulfur content and thus

it should not be sold for use in the flueless type heaters.

"The potential exists for accumulation of hazardous sulfur dioxide emissions in closed rooms, which could reach dangerous levels when using Avjet A grade high-sulfur fuel."

Campbell, now based in New York State as Texaco's supervisor of operations in international aviation sales, said in a recent telephone interview that his letter was sent to caution the company's Midwest aviation customers.

"We do not recommend the jet fuel to be used in the space heaters, so our position is that there is zero demand (of the fuel) for that particular product. . . I certainly don't understand why (the city) would be so inclined to sell that to homeowners."

Based on the letter, Wessman said Texaco "could cop out really fast" if a space-heating accident occurred involving the jet fuel.

"The people that use it say, 'Well, that's our risk.' But it really isn't. We have liability right down the line on that sucker," the mayor said.

"If something blows up, we may or may not be liable," Fiedler said. "But I think we want to minimize all potential liabilities."

According to Breton, the jet fuel sales apparently began when some airport employees with kerosene heaters came to the flight line office and requested the fuel.

"Somebody told me that they said something about Avjet A being a usable fuel for these kerosene heaters," Breton said. "Apparently the fuel wasn't perfectly clean where they were getting it before."

Air carriers and the Federal Aviation

Administration strictly regulate jet fuel purity and cleanliness, he said.

As space heaters increased in popularity last winter, Breton said, the sales increased. Airport employees primarily dispensed the jet fuel from a fuel truck. "It was somewhat of an annoyance, really," he said.

Breton said roughly 90 percent of the buyers brought small fuel containers. "There were a few that did come out with 20- or 30-gallon drums," he added. Aircraft fuelings generally can range between 500 and 2,500 gallons each "and that isn't capacity," he said.

The larger non-aviation purchases may have been for bigger kerosene heating units used for shops and various agricultural purposes, he said.

"We, of course, didn't ask them what they were going to use it for," Breton said.

When asked last week, Breton said the jet fuel sold for \$1.70 per gallon. But the price has fluctuated, he added.

Several city dealers currently sell K-1 kerosene, the type recommended for most newer flueless space heaters, for about \$1.75 per gallon.

"Right now, it will cost them more, unless they buy it in huge quantities, just driving out (to the airport)," Breton said. "We weren't making money, either."

One Grand Forks distributor, Casey Vilandre of Vilandre Fuel-Heating Air Conditioning Sheet Metal, 701 N. Seventh St., said Sunday he knew nothing about the airport sales. "I haven't heard a thing," Vilandre said.

"Quite frankly," Wessman said, "I don't even know where one would purchase kerosene or that fuel. I just know that the city can't be selling that substitute because of the risks."

## Bid opening scheduled for airport runway project

An April 7 bid opening for a general aviation runway project at Grand Forks International Airport has been set by the Grand Forks City Council.

Construction for the 3,500-foot runway project, including lighting, will cost roughly \$1.6 million, according to Uiteig Engineers Inc., Fargo.

The project will be built under a matching grant from the Federal Aviation Administration. The FAA contributes 90 percent and the city 10 percent.

Airport officials said the project should be completed by fall.

### Legal Notices

#### ADVERTISEMENT FOR BIDS GENERAL AVIATION PAVING, LIGHTING AND INCIDENTALS GRAND FORKS

INTERNATIONAL AIRPORT  
GRAND FORKS, NORTH DAKOTA  
FAA PROJECT NO. 3-38-0022-01

Sealed bids for the General Aviation Paving, Lighting and Incidentals on site of Grand Forks International Airport, Grand Forks, North Dakota, will be received by the City Council, Grand Forks, North Dakota, until two o'clock (2:00) p.m. CST, April 7, 1983. All bids will be publicly opened and read aloud at two (2:00) o'clock p.m. CST, April 7, 1983.

The Proposal must be mailed to or deposited with the City Auditor and shall be sealed and endorsed "General Aviation Paving, Lighting and Incidentals, FAA Project No. 3-38-0022-01," and shall indicate the type and number of contractor's license.

The proposed work consists of the following estimated quantities:

Item	Description	Unit	Quantity
1	Concrete Pavement - 6"	S.Y.	59,200
2	Base Course	S.Y.	65,680
a	Stabilized Base	T.	1,100
b	Lime	T.	1,100
3	Runway/Taxiway Painting	S.F.	11,300
a	New	S.F.	3,400
b	Remove	S.F.	3,400
4	Fencing	L.F.	8,300
a	Type C Fence	L.F.	10,750
b	Fence Removal	L.F.	1,200
c	Fence Replacement	Ea.	4
d	24-Foot Gate	AC	190
5	Seeding	S.Y.	4,000
6	Sodding	L.F.	82,000
7	Joint Sealing	Ea.	154
8	Lighting	Ea.	32
a	Taxiway Lights	Ea.	12
b	Runway Lights	Ea.	12
c	Threshold Lights	L.F.	26,300
d	Trench	L.F.	35,300
e	5 KV Cable in Trench	L.F.	4,000
f	5 KV Cable in Duct	L.F.	26,400
g	Counterpoise Wire in Trench	L.F.	1,600
h	Counterpoise Wire in Duct	L.F.	800
i	Control Cable in Duct	L.F.	300
j	12-Way 4" Concrete Encased Duct	L.F.	1,500
k	Rigid, Galvanized 3" Steel Pushed or Bored	L.F.	250
l	2-Cell 3" Duct	Ea.	2
m	Manhole	Ea.	1
n	Control and Power Wiring	L.S.	—
o	Light Removal	Ea.	3
p	Light Base Removal	Ea.	1
q	Guidance Signs	Ea.	3
Size 1	3 PNL	Ea.	3
Size 2	2 PNL	Ea.	1
Size 3	1 PNL	Ea.	3
Size 4	2 PNL	Ea.	4
Size 5	3 PNL	Ea.	18
Size 6	2 PNL	Ea.	3
Size 7	1 PNL	Ea.	2
Size 8	3 PNL	Ea.	9
Size 9	2 PNL	Ea.	17

Plans and specifications are on file and may be seen at the office of the Grand Forks International Airport, Grand Forks, North Dakota; the City Engineer's office, Grand Forks, North Dakota; the Builders Exchanges at Fargo, Bismarck, Grand Forks, Minneapolis and St. Paul; Construction Plans Exchange, Bismarck; and at the office of the Engineer, Uiteig Engineers, Inc., 1401 Oak Manor Avenue, Fargo, North Dakota.

Copies of the Plans and Specifications and other bidding and contract documents may be obtained by payment of seventy-five dollars (\$75.00) (non-refundable) to Uiteig Engineers, Inc., P.O. Box 1569, Fargo, North Dakota 58107, for each set so obtained.

Each bid shall be accompanied by a separate attached envelope containing a bidder's bond in a sum equal to five percent of the full amount of the bid, executed by the Bidder as principal and by a surety company authorized to do business in this state, conditioned that if the principal's bid is accepted and the contract awarded to him, he, within ten days after notice of award, will execute and effect a contract in accordance with the terms of his bid and a contractor's bond as required by law and the regulations and determinations of the governing board. The bid bond of the two lowest Bidders will be retained until the contract has been awarded and executed, but no longer than ninety (90) days. The bid security is a guarantee that the Bidder will enter into contract for the work described in the Proposal.

The successful Bidder will be required to furnish a Contract Performance Bond and Payment Bond in the full amount of the contract.

The proposed contract is subject to minimum wage rates as established by the Department of Labor for this project and contained in the Specifications.

Work on the project is required to be started on the date to be fixed by the Grand Forks International Airport, Grand Forks, North Dakota.

Notice to Proceed will be given to the Contractor ten (10) days in advance. Work phases and completion schedules are as shown in the Special Provisions.

The Grand Forks International Airport, Grand Forks, North Dakota, reserves the right to hold all bids for a period of ninety (90) days after the date fixed for the opening thereof and to reject any and all bids should it be deemed for the public good and also reserves the right to reject the bid of any party who has been delinquent or unfaithful in the performance of any former contract with the Owner.

The successful Bidder will have to obtain a statement from the office of the State Tax Commission showing that all taxes due and owing to the state of North Dakota are paid, (82 Stat. 96) not requiring any laborer or mechanic to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to their health and safety.

3. The Grand Forks International Airport, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in

### Legal Notices

Dakota have been paid before the contract can be executed.

The proposed contract is under and subject to Executive Order No. 11246, September 24, 1965 and to the equal opportunity clause. The requirements for Bidders and Contractors relative to this order are included in the Specifications. The Bidder (Proposer) must supply all the information for the bid on the furnished "Proposal" form.

Required Labor and EEO Provisions:

1. The successful Bidder will be required to comply with all applicable Federal Labor Laws, including the minimum wage rates decision of the United States Department of Labor which are contained in the advertised specifications.

2. Bidders and sub-bidders are required to comply with Title 29, Code of Federal Regulations (1518, 36 F.R. 7340) promulgated by the United States Secretary of Labor, in accordance with Section 107 of the contract work hours and

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TEXACO PRESENTS 50 YEAR SERVICE AWARD TO  
GRAND FORKS INTERNATIONAL AIRPORT

ATTENDING AWARD CEREMONY FROM LEFT TO RIGHT:

G. K. Looney, Texaco's Regional Manager International Aviation Sales; Tom Breton, Airport Operations Manager; Norm Midboe, Airport Manager; Dave H. Colliton, Texaco Aviation Sales Representative - Mid Western US.



TEXACO PRESENTS 50 YEAR SERVICE AWARD TO  
GRAND FORKS INTERNATIONAL AIRPORT

FROM LEFT TO RIGHT:

Dave Colliton, Texaco Aviation Sales Representative - Mid Western US; G. K. Looney, Texaco's Regional Manager International Aviation Sales; Norm Midboe, Airport Manager; Tom Breton, Airport Operations Manager.

## Airport lights face danger of shorting from leak damage

Herald Staff and Wire Reports 3-19-83

Runway lights may eventually short out at Grand Forks International Airport because of deteriorating underground wiring that a 1978 oil residue leak apparently caused, city officials said.

The fuel oil leak five years seeped into a manhole and now is causing insulation on the wiring to break down, according to Airport Manager Thomas Breton. The oil was properly flushed out at the time, he said, but residue has developed over the years, causing the present problems.

City Engineer Frank Orthmeyer said that if threadbare wires touch each other in the underground ducts running the length of the runway, it could cause a high-voltage explosion. Such a blast on the 2,400-volt line would short out the entire runway lighting system, he added.

"We've found the insulation beginning to deteriorate," Orthmeyer said. "It must be replaced. You have a possibility of the wires coming in contact with each other and sparking, resulting in an explosion."

The problem is potentially dangerous should the lights go out during a night landing, said Al Johnson, a corporate pilot who frequently uses the airport.

The airport plans to replace the worn wiring, but will have to wait until the ground thaws later this spring, Airport Business Manager Norman Midboe said.

## Texaco marks airport service

Two top Texaco Oil Co. officials came to Grand Forks this week to observe the 50th anniversary of the company's business relationship with the Grand Forks International Airport. Texaco began supplying aviation fuel to the airport in 1933, according to Dave Colliton, Chicago, the company's aviation representative. "That makes this the second-oldest continuous dealer operation with Texaco in the country," he said. Colliton and Gary Looney, Philadelphia, Texaco regional manager, were to present a plaque to airport officials Friday morning. Colliton said the company pumps up to 1 million gallons of aviation fuel each year at Grand Forks International. 4-9-83



# Flying stall has aviation fighting to stay aloft

By JOHN STOXEN

*The Dakota Student*  
4-15-83

Bad flying weather and a bad economy have combined to keep University of North Dakota aircraft on the ground and aviation department officials nervous during much of the 1982-83 school year.

Last year UND aviation students had logged 38,353 flight hours by April 11, but pilot training this year was lagging more than 10,000 hours behind 1981-82, as of Monday.

John Odegard, director of the Center for Aerospace Science, said revenue collected from flying lessons must

cover the cost of all UND flight operations, so the reduction in hours flown has translated into a shortage of income for the aviation department.

When budgeting last spring for 1982-83, Odegard said department officials estimated UND students would fly 50,000 hours this year. But flying has been down, despite an increase in the number of aviation majors, and Odegard blames the economy.

"My feeling is we're just experiencing the dollar crunch that everybody else is feeling," he said. Parental pressure and a slack job market, he said, probably caused many aviation students to look at the cost of earning their flight ratings "with some concern."

That "concern" has also worn off on aviation department officials, who have been forced to revise the 50,000-hour flight budget twice to try to account for the low student demand.

Odegard said the first revision, which reduced expected flight hours to 40,000, was implemented in August—less than two months after the start of the 1982-83 fiscal year. The 20 percent cut in estimated

flight revenue made it necessary to cut 12 positions from the aviation department staff, including two faculty members.

Odegard said the faculty positions had to be cut because the salaries for those two instructors were budgeted from airport revenue. He said the flying revenue typically contributes \$150,000 to \$200,000 in excess revenue each year toward funding the aviation department.

Appropriations from the State Legislature provide funding for only 2.1 aviation faculty positions each year. Some

funding for other aviation faculty positions comes from research overhead and research contracts, but revenue from airport operations is also expected to contribute.

"If you don't fly, you can't pay the salaries," Odegard said. "We're just like a business. We can't afford to be in the hole."

But soon after the first budget revision was implemented, flight operations and revenue was once again headed toward the hole.

Odegard said department officials examined the flight budget and decided to make a second revision—this time down to 37,000 hours.

The second revision meant five layoffs and reductions in the number of advanced aviation students hired to work as part-time flight instructors. About 55 students now instruct part-time for the department, but Odegard said a 50,000-hour flight budget would have meant jobs for another 25 students.

Unseasonably warm weather in January and February caused another problem for the department, because it was accompanied by low clouds, which coat airplane wings with ice. "From a flying standpoint it was terrible," Odegard said, adding that the clear skies that normally occur in January and February are perfect for flying.

A three-week stretch of foggy weather in February caused the department to fall 2,080 hours behind its 1981-82 total for the month and made a third budget revision appear necessary.

Instead, all department flight instructors met in early March to decide whether they could push to complete the 37,000-hour budget. To fly the 12,000 hours necessary to complete the budget before the end of the fiscal year, the instructors worked up a daily schedule of flight hours to meet the goal.

So far flight totals have been meeting that revised flight schedule. Odegard said the department is also encouraging some students to stick around for two or three weeks after semester finals to complete flight ratings, which will also help meet the flight budget.

Barring any disastrous weather, Odegard said he believes the department can make the 37,000-hour projection, "assuming each flight instructor is really working conscientiously with the students."

## New airway science program off the ground with flying start

*Dakota Student* 6-16-83

By LEA ANN EASTON

Although the new building for the University of North Dakota's Center for Aerospace Sciences will not be completed in time for the fall semester, a new program for aviation students will be available.

The program, airway science, is designed to prepare aviation students to meet the demands of rapidly changing technology used in aviation. The curriculum for airway science will consist of core classes stressing computer science and management, with five areas of concentration to choose from: airway science management, airway computer science, aircraft systems management, airway electronics systems and aviation maintenance management.

The airway science management option trains students to be managers in the air traffic control system. The airway computer science option prepares students to be managers in the airway system.

A graduate with the aircraft systems management option would be a pilot qualified to be an inspector and/or an ex-

aminer for the Federal Aviation Administration, while a graduate with the airway electronics system option would be prepared to hold a managerial position dealing with electronic devices and navigation devices in the National Airspace System.

The aviation maintenance management option prepares students as inspectors of aircraft mechanics and aircraft maintenance.

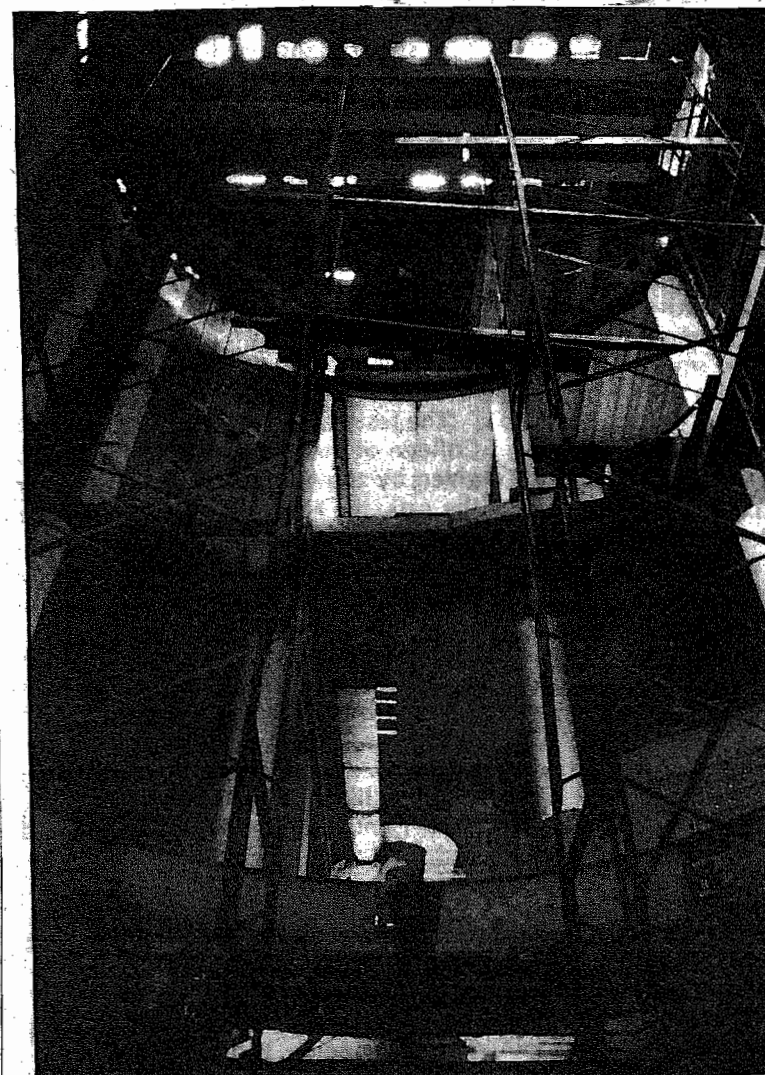
UND will offer the airway science management, airway computer science, and aircraft systems management options beginning with the fall semester and will add the airway electronics systems option in the future.

Don Uhlenberg, who will be the advisor for the airway science program, said the curriculum for the program was jointly developed by the Federal Aviation Administration and the University Aviation Association. Uhlenberg said that the program will produce graduates who are technically competent and also trained in management. A degree in airway science will be a "semi-guarantee of a job in the FAA" because of the combination of technical competence and managerial ability, Uhlenberg said.

UND's airway science program is one of the nation's first five approved programs and is designed to meet the needs of the FAA and the aviation industry for years to come.

There seems to be quite a bit of interest in the new program among aviation students. Uhlenberg expects that next year 10 to 20 students will be in the program and possibly a few will meet enough of the requirements to graduate next spring. He also said that the program will probably be slow starting but will eventually become a big program in the aviation department.

John Odegard, director of UND's Center for Aerospace Sciences, said, "The airway science program is extremely progressive and will be the future of aviation. There will be significant changes in technology, which will require a very sophisticated, broad-based technical and managerial work force that can meet the new and changing demands of the airspace system, and we are confident that the new airway science graduates will have the appropriate education to meet this challenge."



The two cylindrical structures on new aerospace science building on west University Avenue will allow light to enter the building and will form a atrium where classrooms converge.



# Panel endorses developer's plan for utilities

By Mike Brue  
Herald Staff Writer

A Grand Forks developer got city public service committee support Monday to privately finance installation of public streets and utilities at a potential motel site near Columbia Mall.

The developer, Arthur Greenberg Jr., is "going to attempt to do this on every project" in the future, Steve Adams, Greenberg's office manager, told appreciative committee members Monday.

Because of problems with delinquent special assessments, city officials have asked developers to provide at least 30 percent of the money up-front for installation of utilities. Developers also are required by North

Dakota law to pay up on delinquencies if they wish to plat or replat their property.

Owners of Fargo's Doublewood Inn motel have negotiated with Greenberg about purchasing unannexed property near South 34th Street and 30th Avenue South, west of Target and the Columbia Mall ring road, Adams said. Back specials are owed on the property, he said.

Private financing — either in full or in part — of city utilities appears to be the "trend" developers can expect to face in Grand Forks, Adams said.

The move may save Greenberg roughly 15 percent, although pre-payment puts some stress on developers, he said. Utility costs, he said, ultimately will be absorbed by the land purchaser.

Greenberg intends to approach the city's Planning and Zoning Commission next week, Adams said, to request annexation and necessary rezoning procedures. If an agreement with the Fargo investors is reached, construction probably would begin next year, he said.

The Doublewood Inn contingent applied for municipal industrial development bonds earlier this summer for a motel-convention center at the Greenwood site. No income tax has to be paid on bond interest, so developers can obtain lower-cost loans. But the application was withdrawn while local hotel and motel owners strongly urged City Council denial.

In other action, the committee endorsed negotiations for city purchase of two sepa-

rate property parcels near the Grand Forks International Airport. One 141-acre parcel, located east of the entrance road from U.S. Highway 2, would cost about \$346,500.

The Federal Aviation Administration would pay about \$278,000, Airport Business Manager Norman Midboe said.

The second parcel, 1½ miles long and 100 feet wide and worth about \$1,500, is abandoned Burlington Northern railroad land about one-quarter mile north of the airport. The remaining railroad property, which continues east into Grand Forks, also is sought by the state for a recreational trail.

The city and state would work together toward purchase of the property, Midboe said. The FAA would finance about 90 percent, Midboe said.

# Regional airport unit not off ground

By Mike Brue  
Herald Staff Writer

Officials in Grand Forks and Polk counties and East Grand Forks aren't climbing enthusiastically onto a bandwagon to form a regional airport authority.

Grand Forks, they submit, is handling the load — Grand Forks International Airport — just fine without them.

"Currently the arrangement works out pretty well," Steve Gorman of the East Grand Forks City Council said Friday. "But that's from the standpoint of East Grand Forks, where basically we're using the service and not

paying anything for it. Can't complain about that."

According to a survey conducted by the North Dakota State Aeronautics Commission, announced last week in Fargo, 10 percent of all tickets sold by local travel agents for boardings at Grand Forks International Airport are sold to East Grand Forks residents.

Also, 12 percent of ticket sales are to Polk County residents living outside of East Grand Forks, survey results showed. Residents of Grand Forks County — excluding the city of Grand Forks — account for 18 percent more.

Like people in East Grand Forks, those residents are not taxed to provide direct help for the airport.

Grand Forks residents, who buy 60 percent of the tickets, can expect to pay 4.28 mills in 1984 taxes toward the airport. One mill will raise about \$38,800, or about \$9.60 from a \$50,000 home, according to Assistant City Auditor Jon Schmisek.

"I have no objection for them to pay for it," East Grand Forks Mayor Louis Murray said.

But Norman Midboe, business manager at the airport, said a cost-sharing arrangement would be more fair.

"The taxpayers of the city of Grand Forks have been supporting the airport for years and years," Midboe said. "The rest of the people of the county and in Polk County haven't

been contributing anything in the form of tax funding. Why not split it up among those that use the airport?"

"Obviously, one would say, 'Why would we want to be taxed a mill rate for something we get free now?'" replied Ray Ecklund, Crookston, Minn., city administrative assistant.

As Grand Forks Mayor H.C. Wessman conceded Tuesday during an interim legislative committee hearing on airport funding in Fargo, non-Grand Forks residents don't have much incentive to create a regional airport authority.

"We've suggested this before," Wessman said Friday, "and if there were any support at all, believe me,

we would have moved on it."

Wessman said he would prefer that state assistance continue to ease the burden on local taxpayers who support regional airports. But the 1983 Legislature cut that aid by a third for the coming biennium, and the idea of a regional airport authority looks more inviting to the mayor.

Wessman, a strong advocate of income diversification, knows an airport authority would broaden the tax base. In turn, he said, the commission would give other airport users a say in operations.

Please see AIRPORT,  
Back page of this section

10B Grand Forks Herald/Sunday, August 28, 1983

## Airport

Continued from Page 1B

An airport authority here theoretically could encompass — perhaps through legislative mandate — much of northeastern North Dakota, he said.

"The people that use the airport would think they have a stake in the airport, that it is theirs rather than just Grand Forks. That's how it would be operated," Wessman said.

Since new talk of a regional authority only surfaced this week, officials in Grand Forks and Polk counties and East Grand Forks are reacting cautiously.

Grand Forks County could levy up to 4 mills against residents living outside of the city. County commissioners haven't done so, although they haven't come out in opposition to a regional airport authority.

"It's just been brought up, and I really haven't given it much thought. . . . But I'm in favor of everyone utilizing a service sharing in the cost," said County Commissioner Arvin Kvasager, a Grand Forks resident.

But county commissioners said residents would be concerned about the make-up of such a regional authority. As Commissioner Donald "Tim" Matteson said, rural residents might find "that they don't have too many members speaking for them on an authority, that they don't have much say, and that this group will be constantly building and expanding."

"If they're going to have the members all practically from one spot — the city — and the rest of the county isn't represented and everything's poked down our throat, this is what the people don't like to see. Why, once they get these levies on, you never get rid of them," said Matteson, an Inkster, N.D., farmer.

Grand Forks County has 66,100 residents, 43,765 who live in Grand Forks, according to the 1980 U.S. Census.

"I can understand the city's problem," said another commissioner, rural Grand Forks farmer James Earl. "But I can see where it would have some trouble if this isn't put across right to the people."

If Grand Forks County considered an airport tax, some towns and townships might be tempted to band together and levy their own tax to finance a smaller, local airport, Earl and Matteson said.

The 1983 North Dakota Legislature approved a law exempting small political subdivisions within a county from a

regional airport levy if they levy an airport tax of their own, regardless of the size.

In the county, Larimore levies 4 mills for its municipal airport, City Auditor Phyllis Aaland said.

"I think if you could get East Grand Forks and part of Polk County to come in, then you would have some merit with adding the rural portion and other areas of Grand Forks County," Matteson said.

For that to happen, East Grand Forks and Polk County must petition the Minnesota Legislature for enabling legislation allowing the political subdivisions to tax residents for an interstate airport commission.

Neither the East Grand Forks City Council nor the Polk County Board of Commissioners has indicated much interest in that.

"Geographically, you must keep in mind that Polk County is a large county," Polk County Auditor Lawrence Fontaine said. "Would you want to have the people in Fosston, which geographically is closer to Bemidji and much closer to Thief River Falls, which have airports, be taxed for an airport in Grand Forks? Do the people in Minnesota want their money to go across state lines?"

Another Polk County obstacle to a regional airport authority might be the municipal airport in Crookston. No special airport levy exists in Crookston, but money from the city's general fund supports the airport.

And if a regional authority were created, several officials said, contributions from members proportionate to airport usage might be an unfair approach.

"There's an obvious benefit to having an airport in Grand Forks," Crookston's Ecklund said. "It draws people there. It's an international airport. Certainly it's used to advertise the city."

East Grand Forks' Murray said his city first should attempt to build its own smaller airport before helping Grand Forks. An East Side airstrip, he said, would take some pressure, created by small aircraft, off Grand Forks International Airport.

Asked if a regional airport authority should be formed to "help the airport," Murray replied: "I'm all for it. We've got a lot of room on the East Side to build it."

"We'd like to keep business in our own hometown anyway," Murray said. "Enough of it goes across the river."

Some other East Grand Forks officials are less pessimistic. City Council President Jim Gander said a regional con-

cept "might be a good idea if the thing can be worked out on an equitable basis." The two communities, Gander said, share financially in other areas, such as ambulance service.

Like Wessman, several East Grand Forks City Council members agree that the recently formed Metropolitan Planning Organization — composed of members from Grand Forks, East Grand Forks, Polk and Grand Forks counties — might be the appropriate vehicle for discussion of an airport authority.

But Gorman said his city probably would show more willingness to join a commission if Grand Forks International Airport required substantial improvements or faced "dire conditions" that Grand Forks alone couldn't handle.

"Right now, I believe it would be difficult for me as an alderman in East Grand Forks to see any necessity for us to be getting involved," Gorman said.

Financially, Grand Forks International Airport fares well, despite cuts in state assistance for the current biennium, Grand Forks city officials indicate. The airport fund balance exceeds \$900,000, which draws interest while awaiting use as matching funds for further airport development.

For that reason, Wessman hasn't pushed hard for a regional commission, at least yet.

"I suspect if it got to the point where there was a loss of service because the city of Grand Forks couldn't maintain it, I think the people who use the airport would come and help," Wessman said. "I don't have any doubt about that. I think that the people recognized it is an important service in this part of the country."

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# Up in the air

## Request may slow flight station closings

Associated Press

A congressional request may delay the selection of an automated flight service station for North Dakota.

Congress recently asked the Federal Aviation Administration to present a detailed, site-specific and time-phased plan by Oct. 1 for the closure of existing flight service stations.

The FAA has proposed to dismantle more than 300 flight service stations nationwide and consolidate those operations into 61 automated stations.

Fargo, Jamestown, Minot, Dickinson and Grand Forks are bidding for the FAA facility, which will assist general aviation pilots flying in the state.

Initially, the FAA said it would announce the North Dakota site by October so that it could be operational by 1986. Although FAA regional officials in Chicago already have

made a site recommendation, the final selection rests with FAA personnel in Washington.

That selection, however, could be delayed because of an amendment tacked on an FAA appropriation bill, which prevents the FAA from closing any flight service station before Dec. 1.

The legislation also opened the door for congressional hearings on any flight station closings.

Sen. Mark Andrews, R-N.D., who is the chairman of the Senate Appropriations subcommittee on transportation, was a prime supporter of the restrictions.

He said the measure was designed as a safeguard against capricious or arbitrary flight station closings. However, Andrews said the FAA selection process in North Dakota has been completely open and above-board.

## DIRECTOR'S CORNER

The 1982-83 academic year was filled with excitement and change for UND Aviation. The reorganization into the Center for Aerospace Sciences, the development of the new Airway Science curriculum and many new atmospheric research projects have all been great challenges which the faculty and staff have done an excellent job in meeting.

Looking back over the year, beginning in June, 1982, we broke ground on the new CAS building. Construction progress has slowed, changing the expected occupancy date of August 1983 to December 1983. The building dedication date of October 9, 1983, (in conjunction with UND centennial Homecoming activities) has been changed to April 7, 1984. This date will coincide with the annual Aerospace Seminar and Parents' Weekend activities, April 6 and 7, 1984, which I hope many of you will make plans to attend.

Due to the reorganization of CAS, UND officials have found that the building is already over capacity to adequately accommodate the academic departments to be housed there. Senator Mark Andrews is assisting in a \$2.75 million FAA grant application to expand the CAS facilities with the addition of a computer science wing.

The 1982 annual aviation activities included the Alumni Scholarship Awards Banquet, held October 8, 1982, with Mr. M. J. Lapensky, President and Chief Executive Officer of Northwest Airlines, as the keynote speaker. Approximately \$20,000 in scholarships were awarded to aviation and computer science students. We certainly appreciate the support and generous contributions that were made to the scholarship funds by our alumni.

In April 1983, the Student Aviation Management Association and Alpha Eta Rho hosted the combined Aerospace Seminar and Parents' Weekend. The two student groups worked extremely hard to put together an outstanding program which brought professionals and students into a common environment for the exchange of thoughts and ideas. There were well over 500 people who came to campus to hear the seven prominent speakers from the aerospace industry featured at the seminar.

In October 1982, a member of the atmospheric research staff and I were invited to visit Morocco by Col. Major Mohammed Kabbaj to discuss the feasibility of weather modification in that country. A second trip was made at the end of May when King Hassan II requested that North Dakota Governor Allen Olson and a representative from the University of North Dakota visit Morocco to discuss future cooperative work in the areas of wheat sales and weather modification. We expect to be working with Morocco shortly.

The flying team once again did an outstanding job of representing UND when they captured first place at the regional NIFA airmeet held in Dubuque, Iowa, October 6-10, 1982. The team, coached by Professor Rick Molenaar, went on to represent UND well in national competition held May 4-6, 1983, in Battle Creek, Michigan.

We regretfully report the death of Wayne Lloyd Twitero, a sophomore majoring in Aviation. Twitero died in a helicopter accident near his hometown of Sisseton, South Dakota on Satur-



U.S. Senator Mark Andrews and John D. Odegard at CAS ground breaking

day, January 15, 1983. The FAA reported that the accident appeared to be weather related.

In May, the State Board of Higher Education

gave its approval for UND to offer the FAA's new airway science curriculum. At this time, twelve other institutions in the nation also will be making this program available to students, UND being one of the first. Graduates of this program have the opportunity to be listed on a special airway science register from which the FAA plans to hire 500 employees a year.

Many special events have been held on campus and across the nation to celebrate the University of North Dakota's first 100 years. Looking to the future, it seems apparent that the students, faculty and staff of the Center for Aerospace Sciences will assume a leadership role in providing very progressive education in the next 100 years at UND.

We look forward to the next academic year and the challenges and opportunities it will present us.

I hope to see many of you at Homecoming this year. Please drop us a line and let us know any changes of address so that we may continue to keep in touch with our alumni.

*John D. Odegard*

—John D. Odegard, Director

## Programs Reorganized Into Center

In July 1982, following the ground breaking for the Center for Aerospace Sciences, the aviation, atmospheric research and computer science programs were reorganized into the Center for Aerospace Sciences.

The Center includes the departments of Aviation and Computer Science, as well as a proposed Department of Atmospheric Sciences, with support divisions for research, flight operations, fiscal affairs and aviation-related computer services.

The name change reflects the move into a new building and also combines under a single unit several academic majors that offer degrees from three different UND colleges: Arts and Sciences, University College, and Business and Public Administration. Previously, aviation was administered by the College of Business and Public Administration.

John Odegard was named Director of the Center and reports to Vice President for Academic Affairs, Alice Clark. Donald Smith, Associate Professor of Aviation, was named Department of Aviation Chairman.

John Odegard, Director of the Center for Aerospace Sciences, said the name change reflects "the diversity and scope of aviation and aviation-related programs. The FAA's modernization program," Odegard added, "will rely heavily on the use of computers, making computer competence an important part of aviation instruction. 'In addition,' he said, 'location of

the computer science department in the Center for Aerospace Sciences will enhance that department's already strong program."

## Adams Donates Racer

Captain Earl Adams, a 26-year Republic Airlines pilot, has made a donation of the Adams Cassette Sport Racer to the University of North Dakota. This aircraft is licensed as an experimental aircraft, in the home-built category. The Adams racer represents four and one half years and 3,000 hours of labor for Captain Adams, not to mention considerable expense in parts and materials.

The first flight of the aircraft was conducted on April 18, 1980. The racer was donated to the University of North Dakota Department of Aviation, on September 3, 1982.

Captain Adams' son, Clay, is a May, 1982, graduate of the University of North Dakota, with a degree in Aeronautical Studies and Geography.

Aviation Alumni Review is published biannually by the Aviation Alumni Chapter of the University of North Dakota Alumni Association, in cooperation with the UND Department of Aviation, Robert Muhs, Aviation Alumni Chapter president; Donald I. Smith, department chairman; Kimberly J. Woodmansee, editor. Any correspondence and address corrections should be sent to Box 8216, University Station, Grand Forks, ND 58202. UND is an equal opportunity institution.



SEPT. - 1983

# Taking off: Aviation and UND

## First-of-kind program is tailor-made for industry needs

by Bette Crothers

The national aviation industry is about to take off — projections estimate that the numbers of aircraft and hours flown will double within the next two decades.

To meet the demand, the Federal Aviation Administration (FAA) recently completed a 20-year modernization plan to make the national airspace system safer and more efficient. The University of North Dakota figures prominently in this plan.

Just this fall, UND's Center for Aerospace Sciences implemented its new airway science program, developed at the FAA's request. It is the nation's first approved program, and it is tailor-made to fit industry and FAA needs for years to come.

This dovetails well with UND's recent academic reorganization that placed the fields of aviation, computer science and meteorology into the University's Center for Aerospace Sciences. Students in the center's airway science curriculum will graduate with the skills needed for employment in the FAA's modernized operation, according to Center Director John Odegard.

The B.S. degree program in airway science provides students with a strong conceptual foundation in mathematics, hard science, computer science and management, as well as a specific concentration of study that prepares them for careers in airway management, airway computer science, or airway systems management.

UND's curriculum is one of only a few such programs in the nation that have been recognized by the FAA; that recognition gives UND graduates priority in the FAA's hiring process.

The FAA recently honored UND for the development of the airway science program. Lynn Helms, FAA administrator, commented, "This contribution to aviation education merits the commendation of all who fly."

The University is the home of one of the largest and most reputable aerospace education departments in the nation. The Center for Aerospace Sciences operates 58 airplanes and logs 50,000 hours a year, or about 1,000 hours a week, in flight time. UND also has the only building in the United States designed exclusively for aerospace education.

Sen. Mark Andrews, R-N.D., procured funds for the building by including \$4 million in the FAA budget for 1983. This building, located at the west end of the UND campus, will have the finest computer science



facility in the Midwest, Odegard said.

The need for the building is immediate, Odegard said, because of the aviation and computer science departments' large enrollments, coupled with the requirement to train air traffic controllers as part of the airway science program. This fall, 2,901 students are enrolled in the center's courses, including 1,300 in aviation courses, he said.

In addition to the computer science equipment, the soon-to-be-completed building will contain aviation simulator laboratories with state-of-the-art computerized trainers.

"The airway science program is extremely progressive and will be the future of aviation," Odegard said. "There will be significant changes in the technology. These will require a very sophisticated, broadly based technical and managerial work force that can meet the new and changing demands of the airspace system."

"We are confident that the new airway science graduates will have the appropriate education to meet this challenge."



John Odegard, director of the Center for Aerospace Sciences: With a new building and academic structure, an extensive operating schedule and a distinguished record, the UND aviation program ranks as one of the nation's finest.

## New summer camp promises uplifting times

No more cranky counselors, mosquitoes or poison ivy. Instead, young men and women can start envisioning hot air balloons, airplanes and adventure. The University of North Dakota has redefined "summer camp."

The UND International Aerospace Camp will acquaint campers with the complete spectrum of aerospace science. In just two weeks this summer, campers will fly a balloon, airplane, helicopter and aerobatic plane. They will see all sides of the aerospace industry: general aviation, helicopter aviation, ballooning (the beginning of aviation), commercial aviation and the military.

Camp will begin with the history of aviation and go on to the basics of flying, advanced aviation and the space age.

The campers will tour a crop-spraying business, the Grand Forks Air Force Base, and Northwest Orient Airlines at the Minneapolis/St. Paul International Airport.

The UND Center for Aerospace Sciences summer program will be sponsored by Northwest Orient and UND. It is endorsed by the U.S. Air Force, the Civil Air Patrol, the North Dakota Aeronautics Commission, the Northern Lights Council of the Boy Scouts of America, and Cessna Aircraft. It is supported by

the National Aeronautics and Space Administration.

Students who will be in the ninth, 10th or 11th grades next fall are eligible to attend the camp. The sessions are scheduled for June 4-15, June 25-July 6 and July 16-27, 1984.

The fee of \$849 includes flight time, instruction, materials, lodging and meals.

For more information, contact the UND Division of Continuing Education, Box 8277 University Station, Grand Forks, ND 58202, or phone (701) 777-2663.



# Officials stuck

# levy to help fund

## GF airport

11-23-83

By Mike Brue  
Herald Staff Writer

A Grand Forks County levy for Grand Forks International Airport operations may be the wise first step toward formation of a two-state regional airport authority, North Dakota's top aeronautics official said Tuesday.

In the opinion of County Board Chairman Emmons Christopher, the time is "perhaps coming that we can't depend just on the city" to provide local airport support.

State Aeronautics Commission Director Harold Vavra told the Metropolitan Planning Organization in Grand Forks that a county levy could head off potential actions by smaller cities and townships to levy their own airport tax and exempt themselves from a county tax.

"You must do it fast," Vavra said later. "The longer this is delayed and discussed and rediscussed, the more

the outlying areas will get concerned about taxes and consider levying their own."

Under Vavra's recommendation, the county still would not have a say in airport operations.

"To be very honest with you, anyone who contributes funding should have a say in how an entity is operated," Grand Forks Mayor H.C. Wessman said after Tuesday's meeting. "But it would be up to that entity whether or not it wished to be involved."

The Metropolitan Planning Organization, an advisory group on transportation and other matters of area concern, has representatives from Grand Forks, Grand Forks County, East Grand Forks and Polk County. The board did not act Tuesday, but will reconsider the matter in December.

Neither Grand Forks County, East Grand Forks nor Polk County contribute money toward operations at the Grand Forks airport.

"I think we have to start out first in working with the Grand Forks County commissioners," said Grand Forks City Planner Bob Bushfield, an MPO adviser. "The point today was to get the information to make some decisions in the future."

A Grand Forks County levy of 4 mills would raise about \$87,900 for airport operations and maintenance, according to 1982 statistics supplied by Vavra. Grand Forks' 4.27-mill airport levy raised about \$165,325.

County residents, excluding those in Grand Forks, account for 18 percent of Grand Forks International Airport boardings, a survey by the aeronautics commission and airport officials found.

Residents of East Grand Forks accounted for 10 percent of local boardings, and Polk County customers outside of East Grand Forks supplied 12 percent. Customers outside those jurisdictions account for only a small percentage of Grand Forks airport

boardings and were not figured in the survey.

Christopher, Grand Forks County's representative on the MPO, said the county might want to consider the example of Williams County, N.D. That county agreed in 1976 to levy 2 mills, for 20 years, to help cover operational and maintenance costs at Williston's Slioulin Field. The Williston Board of City Commissioners oversees airport operations, without representation from the county.

"The county made the levy but the city has the management," Christopher said. "To me, at this early stage anyway, that might be the right way to go. We would be participating at a county level. Basically your people who are patronizing the airport are from the city, and perhaps for that reason, the management should be retained by the city."

Another county commissioner, Donald "Tim" Matteson, said in August

that rural residents might not want to participate financially "if the rest of the county isn't represented and everything's poked down our throat."

County representation is possible, Vavra said. But forming a multi-entity airport authority with taxation powers is "a pretty big pill, and rather hard to swallow in the initial stages," he said.

Vavra said a move by Grand Forks County to help support airport operations "should lend to the momentum" to bring East Grand Forks and the rest of Polk County into a regional airport authority.

But before that happened, East Grand Forks and Polk County would need to petition the Minnesota Legislature for enabling legislation.

A Grand Forks County levy could not include the cities of Grand Forks, Larimore, Northwood and Gilby Township, since they levy local airport taxes, Vavra said. The 1983 Legisla-

### MINUTES/PUBLIC SERVICE COMMITTEE

Monday, December 12, 1983 - 7:00 p.m.

Members present: Hagness, Hanson, M. Polovitz, Roath.

1. Matter of transfer of funds for payback of unused sick leave for two retired employees.  
John Schmisek, Dep. City Auditor, reported that letters requesting pay-back had been submitted for 1983 budget, but did not get budgeted, and monies have been budgeted for 1984; however, after January 1, 1984, social security will have to be withheld; funds are available in airport fund. Transfer is for \$12,000 within the airport budget. Moved by Polovitz and Hanson that the transfer be approved. Motion carried.
2. Matter of creating position of transportation finance coordinator.  
Jay Graba, Personnel Officer, presented copies of job description, stated that a transit manager position had been budgeted in 1984 budget as fulltime person, and as Mr. Midboe, airport business manager is retiring end of January, there had been discussion as to possibility of combining positions, and as both departments deal with same federal agencies, was recommendation of the mayor that the two positions be combined as a transportation finance coordinator. Mr. Orthmeyer had no comments. After considerable discussion, it was moved by Hanson and Roath that we approve the job description, and filling of the position. Motion carried; Polovitz voted no.

### MINUTES/FINANCE COMMITTEE

December 13, 1983 - Page 2

6. Request by Eide Motors for blacktopping of lot lease from City.  
Held.
7. Matter of licensing system for scavenging at the landfill.  
Howard Swanson, city attorney's office, reported that Mr. Fiedler had expressed concern, if they approve licensing system, will need to determine exact times, qualifications, type of scavenging, location, execution of hold harmless clause, insurance/bond requirements, fee, administrative costs. Mr. Orthmeyer stated they have been trying to discourage scavenging, and feels strongly about opening up for scavenging. Gary Fish stated he feels it's very dangerous, and expressed concern about vandalism to equipment. Moved by Bushaw and Kulas that the city attorney draft ordinance covering licensing system for scavenging, with a \$100.00 license fee. Mr. Schultz stated that we need to investigate whether allowed under landfill regulations (State permit), and Mr. Swanson expressed concerns re. liability upon City property. Upon voting on issue, Kulas and Bushaw voted for the motion, and Ingstad and Polivitz voted against.
8. Matter of creating position of transportation finance coordinator.  
Jay Graba, Personnel Officer, reported that 1984 budget includes position of transit coordinator, and that Mr. Midboe, airport business manager, is retiring in January; and presented proposal for combining the two positions and hiring only one person. There was some discussion re. to duties, salaries, grades, etc. Mayor Wessman stated both positions are related to transportation, and feels it's appropriate to put together. Moved by Ingstad and K. Polovitz that we recommend approval of the new position of transportation finance coordinator. Motion carried.

### COMMITTEE - DEC. 12, 1983

Hagness and William Roath voted to expand the district. Bob Hanson and Michael Polovitz voted against the motion by Roath. 12-13-83

The committee also recommended that Grand Forks concur with a \$169,000 bid to build a plant that will pump and control emergency water transfers between Grand Forks and East Grand Forks. A pipeline already exists between the two cities. Grand Forks would pay about \$94,500, and East Grand Forks would provide about \$75,500.

The committee endorsed the new transportation finance coordinator, who would handle grant applications and other financial matters for both Grand Forks International Airport and the city transit system. Norman Midboe, the airport business manager, will retire in January. The new position is an amalgamation of Midboe's position and a new transportation coordinator that was in the 1984 budget for transit operations.

### COUNCIL - DEC. 19-83

Approved the creation of a transportation finance coordinator position. The position will be an amalgamation of City Airport Manager Norman Midboe's job and a new post budgeted for city transit operations. Midboe is retiring at the end of January. The new coordinator would be responsible for handling transit and airport financial matters and writing grant applications.

ture exempted small political subdivisions within a county from a regional airport levy if they levy airport taxes of their own, regardless of size.

Inkster has an airstrip but did not levy a tax in 1982. Gilby Township has no airport.

In Cass County, half of the county's townships and several towns have grouped together to levy taxes for small municipal airports, evaporating most of the county's potential tax base for a regional authority.

Vavra said Cass County communities "became very nervous" after hearing news accounts of a potential county tax and regional airport authority to help support Fargo's Hector Field.

Larimore, which has a hard-surface runway airport, raised about \$4,000 on a 4.12 mill levy in 1982. Northwood, also with a hard-surface runway, levied 3.87 mills and raised about \$3,200.

Gilby Township's 4-mill levy raised about \$2,350.



### Air courier seeks to begin operations at GF airport

Federal Express, the Memphis-based air package delivery service, wants to begin operations at Grand Forks International Airport April 4 if it finds a suitable facility, airport officials said Monday night.

The city's public service committee, with verbal support from Mayor H.C. Wessman, recommended that airport officials begin negotiations with Federal Express to use the 3,000-square-foot Montgomery Building, which now is used for storage.

Federal Express hopes operations will expand enough to require a building of about 15,000 square feet, or large enough to operate 20 delivery vans, according to airport business manager Norman Midboe and operations manager Tom Breton.

Initially, the company might employ about a dozen workers, Breton and Midboe estimated. Two Boeing 727s would make daily Grand Forks stops between Winnipeg and Memphis.

Wessman said the company operations would be "a positive shot in the arm for the airport and for the entire area." New airport storage facilities are scheduled to be built this year under the city's capital improvements plan. 1-10-84

In other city committee action Monday:

- The public service committee recommended that a \$133,899 bid be accepted for a pump station to transfer water between East Grand Forks and Grand Forks in emergencies. The total project cost is \$159,636.

## Northern Airways wins approval to fly between Fargo and Bismarck

Herald Staff and Wire Reports

Northern Airways of Grand Forks has received permission from the North Dakota Aeronautics Commission to make two round trips a day between Fargo and Bismarck, according to state Aeronautics Commissioner Harold Vavra.

The company, which has been considering flights between Fargo and Bismarck for some time, requested the permission to fill a void left by Northwest Airlines last week. Northwest dropped a one-way flight between the two cities, leaving a midday round-trip flight.

"We really don't feel that is satisfactory service to the cities" because air

passengers must stay overnight to catch a flight home the next day, said Jon Hardy, president and chief executive officer of Northern Airways.

The commission wants Northern to establish service that will allow people to fly between the two cities, conduct business and return the same day, Vavra said. Northern has permission to begin service March 1 if it wants to, he said.

At the moment Northern is figuring the cost of such a flight and considering buying a larger, 15-passenger aircraft. In Northern's four-days-a-week flight between Grand Forks and Bismarck, it operates an eight-passenger airplane.

"We are looking to see what's available and what the cost would be," Hardy said. "If the numbers work out... we would be looking very seriously at starting service on that segment."

He said Northern Airways would fly from Grand Forks to Bismarck to Fargo, and then reverse itself to fly from Fargo to Bismarck and Grand Forks.

A public relations spokesman for Northwest said Wednesday that Northwest's decision to drop a flight last week from Fargo to Bismarck was largely because of a schedule refinement.

He said that flight was dropped along with service to Butte, Mont.

## In search of moisture

### UND team studies Colorado skies

By Bob Silbernagel  
The Daily Sentinel  
Grand Junction, Colo.

MONTROSE, Colo. — "We wait until the weather gets good and rotten," Tony Grainger said. "Then we go fly Grand Mesa."

Grainger is not a member of some wild group of thrill-seekers. There's a sound reason that he and his crew go up in an airplane, flying just 1,000 feet above the treetops, when most sensible pilots stay on the ground.

#### Related story, 2C

Grainger is an atmospheric scientist and a cloud physicist. He and his five-member crew are part of a weather research team from the University of North Dakota.

From Thanksgiving through Dec. 22, they worked on a contract with the U.S. Bureau of Reclamation to study the skies above Grand Mesa for cloud-seeding potential.

It's work that can't be done on sunny, or even partly cloudy days. The weather must be "rotten."

Grainger and his crew were not alone. From an office opened in August in Montrose, bureau people on the ground coordinate the studies, and use ground-based equipment of their own to add to the data the UND airborne scientists gather.

It's all part of the bureau's "Project Skywater." The project aims to evaluate and improve cloud-seeding techniques in hopes of increasing the amount of runoff water in the Colorado River Basin, according to Arlin Super, another cloud physicist and director of the Montrose office for the Bureau of Reclamation.

Don't blame them for the heavy snowfalls that have pummeled the mountains this year, however. All their work so far this winter has been research, not cloud-seeding.

"We're definitely not doing any seeding now," Super said. "It would be foolish to do it. There's so much water in the system now."

What they are trying to do, both from the ground and from the air, is to assess the ability of clouds to release more snow if they are seeded.



Photography: Vickie Kettlewell

A University of North Dakota crew uses a Cessna Citation 2 jet with \$25 million worth of equipment in weather modification studies.

What they're finding appears to be a good potential to increase snowfall from seeding.

"At this point it's just our impressions, but we're finding a fair amount of 'liquid water' in those clouds," Grainger said.

Liquid water is tiny droplets of water, perhaps a millionth the size of a raindrop, which have yet to crystallize to form snowflakes.

Those tiny droplets can be goaded into crystallizing by the addition of an outside element. Clay dust in the atmosphere may do it. Silver iodide, the most commonly used cloud seeder, will do it better, Super said.

No one is quite sure why or how silver iodide works, he added. "We do know it has a crystalline structure similar to ice, and that may be what does it."

Without the liquid water available in the cloud, there is nothing to seed.

During some heavy storms, the scientists have found almost no liquid water in the clouds above

Grand Mesa. That means the storm is making efficient use of the moisture available to it, Super said, sending most of it to the ground as snow.

Other storms, often when there is very little snowfall, have high amounts of liquid water. Those would be ideal for cloud-seeding, he said.

The information Project Skywater collects will add to the growing knowledge about cloud-seeding. However, Super noted, it is a technology that "in many ways is still in its infancy."

Although efforts to increase precipitation through cloud-seeding have been taking place at least since the 1950s, much has been a hit-or-miss approach. Part of the problem was the lack of technology to accurately tell scientists what was taking place.

"Liquid water is a very hard thing to measure, and until recently it was not very easy to do," Super said.

"Now we've got Tony's plane and our ground equipment that can do it."

The airplane, owned by UND, is a Cessna Citation 2, twin-engine jet. Grainger estimated the value of it and the equipment it holds at \$25 million.

"I wouldn't feel very comfortable doing our kind of flying in anything less than a twin-engine jet," Grainger said. "Some of those storms can get pretty hairy, and we're not out to commit suicide."

Originally a business jet, the plane has been converted to house on-board computers, cameras and wing-mounted laser monitors that make it look like the latest in small plane defense technology.

Actually, the laser monitors record things such as the number of water droplets in a cloud, their sizes and the total water content. Other devices check temperature, winds and turbulence.

The wing-mounted devices,

however, make the airplane special in the eyes of the Federal Aviation Administration. As a result, it is restricted so that only Grainger and his essential crew can fly it.

Complementing the airplane is the ground-based equipment owned by the bureau. This includes one of four microwave radiometers in the United States used for detecting liquid water.

A battery of computers, both at UND and in the bureau's offices in Montrose and Denver, will be used to compile the data recovered by the instruments and to try to make some sense of all of this.

All this means that in some future winter, when the snow is not falling as much as normal, officials may be able to assist nature in getting more water for the Colorado River Basin.

But not this year. For now, there appears to be plenty of rotten weather for Grainger and his crew to fly in, and for Super and his people to monitor.



# City to get expanded flight station

By Mike Brue  
Herald Staff Writer

Grand Forks won a bidding war with five North Dakota cities to become the Federal Aviation Administration's only flight service station in the state by the late 1980s.

The award, announced Wednesday by Rep. Byron Dorgan, D-N.D., means the city may pay \$2 million to \$3 million to construct a new automated flight service station at Grand Forks International Airport.

The facility would be leased to the FAA for \$1 a year during a 20-year period, Mayor H.C. Wessman said Wednesday. He said the project probably would be financed through some type of general obligation bond issue.

But in return, the station is expected to bring about 20 more jobs and help spur growth of future air service, city officials said.

The station now operating in Grand Forks is the state's largest, and it employs 15 full-time people — "probably

more than the other state flight service stations combined," said Lyle Wicken, the airport's air traffic manager.

The FAA also operates flight stations in Jamestown, Dickinson and Minot. Those stations would be closed to assist the change.

"It's very exciting news to Grand Forks," Wessman said. He said the flight station, along with the Columbia Road overpass and proposed foreign trade zone, were the areas that "will

predicate growth in this city in the years ahead."

The mayor learned informally of the FAA decision Wednesday, but had not received official confirmation. Mort Edelstein, public affairs officer at the Great Lakes Regional FAA office in Des Plaines, Ill., also could not confirm the decision. But he said his office will issue a statement today. No specific details were available.

The FAA informed Dorgan Wednesday of its decision to locate the flight

service station in Grand Forks, according to a spokesman for the congressman.

The agency plans to pare its 317 stations across the nation to 61 by 1987 as part of a modernization and consolidation program. The new stations would provide flight and weather information, flight plan clearance, search and rescue operations and other aeronautical services for pilots.

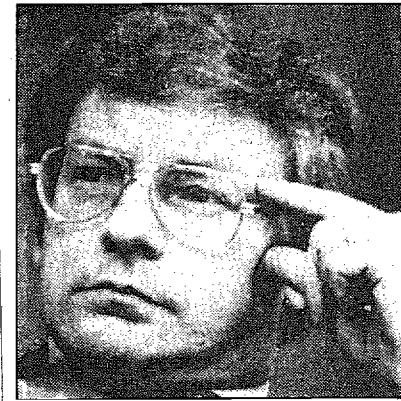
Dickinson, Minot, Jamestown, Bismarck and Fargo submitted bids, in late 1982 for the new automated station.

"We were very interested in getting it here, but we didn't feel we were going to subsidize in order to do so," Bismarck Municipal Airport Manager Ray Heinemeyer said Wednesday night. "It did surprise me when I heard it on the news. We have some other things going here, being that we were centrally located."

Heinemeyer said Bismarck offered to lease a new facility for more than \$5 a square foot, plus other amenities.

Wessman said Grand Forks included a supplemental bid to help finance microwave circuitry for a flight station. That proposal, if it was accepted, would add "upwards of a million dollars" to facility construction, he said.

The city will enter negotiations with the FAA to finalize contract details, the mayor said.



H.C. Wessman said it might be financed through a general obligation bond issue.

## GF flight station to cost \$1 million

By Mike Brue  
Herald Staff Writer

Grand Forks will spend about \$1 million to build an automated Federal Aviation Administration flight service station at Grand Forks International Airport.

Grand Forks' bid to construct an 8,000-square-foot facility — the state's only flight station by the late 1980s — was accepted by the FAA over bids from Bismarck, Minot, Jamestown, Williston, Fargo and Hazen.

The FAA's Great Lakes Regional office in Des Plaines, Ill., confirmed the selection Thursday.

The flight station will cost an estimated \$946,000, according to the bid prepared for Grand Forks by CPS Ltd., an East Grand Forks engineering firm. A supplemental bid by the city to install an \$834,000 microwave radio system was rejected.

The FAA is expected to lease the flight service station from the city for \$1 a year, with an option to renew after 20 years.

But Grand Forks could reap benefits of \$21.8 million or more during the lease period because of the jobs that come with the expanded station, the FAA said. The station will employ 35 to 40 people with an estimated annual payroll of \$750,000. Fifteen people now work at the Grand Forks flight service station.

Grand Forks also will provide sewer and water, outside maintenance and insurance, Mayor H.C. Wessman said.

"There's no question that it's a subsidization. . . . But I prefer to look at it as an investment," Wessman said Thursday. A general obligation bond probably will be used to pay for construction, he said.

The FAA plans to occupy the new building in late 1986. It will consolidate its state operations in Grand Forks by the following summer. The agency has 317 stations across the nation that will be pared to 61 as part of a modernization and consolidation program.

Several years ago, Grand Forks was the FAA's original choice for an automated flight station, Wessman said, but the agency decided to take bids from political subdivisions throughout the country.

Wessman said he thought the FAA chose Grand Forks because the city had the largest service center crew, the most flight schedules filed in the state and the University of North Dakota Center for Aerospace Studies.

The FAA also considered community quality, such as available housing, medical and education facilities.

Without consolidation and modification, FAA officials had estimated in 1982 that 11,500 flight station specialists would be needed at an annual \$320 million cost by 1990. With automation, the agency estimated it could meet 1995 demands at half the cost with about 5,000 employees.

Sites have been chosen in many other states. Princeton was chosen as Minnesota's flight station location.

## Revenue passenger miles up 13 percent at Northwest

MINNEAPOLIS (AP) — Northwest Airlines Inc. has reported a 13 percent increase in revenue passenger miles for 1983.

Officials said Northwest flew 17.7 billion revenue passenger miles in 1983, up from 15.7 billion in 1982.

For December, Northwest said it flew 1.5 billion revenue passenger miles, a 7.2 percent increase from December 1982, when the total was 1.4 billion.

Passenger loads for December were 57.7 percent of capacity, compared with 57.3 percent a year ago. For the year, the 1983 passenger load factor was 60 percent, up from 59.7 percent in 1982.

Cargo traffic for December increased 23.6 percent from 73.4 million cargo ton miles in December 1982 to 90.7 million ton miles in December 1983.

## N.D. air travel up 7.5 percent in 1983

Airline passenger boardings in North Dakota increased 7.5 percent in 1983 compared with the previous year, according to Harold G. Vavra, state Aeronautics Commission director. Most of the increase started in mid-year, when Northwest and Republic airlines cut passenger fares 40 percent between major North Dakota cities and Minneapolis, Vavra said. Five North Dakota cities increased total passenger enplanements by 32,782 in 1983, compared with 1982, he said. Grand Forks and Jamestown had a passenger increases of 19.4 percent, Minot 11.3 percent, Fargo 8.1 percent and Bismarck 2 percent, Vavra said. Devils Lake and Williston recorded fewer passengers, he said.

A City Hall reception Tuesday honored Norman Midboe, retiring business manager of Grand Forks International Airport, who turns 62 today and will retire Tuesday.

"After 42 years, it's sort of nice to let someone take over," said Midboe, who has worked for the city longer than any other employee. The airport literally grew up with Midboe, Mayor H.C. Wessman told city employees gathered at the reception, where Midboe received a plaque and gold watch. Midboe began as a part-time field attendant in 1941, eventually became full-time assistant airport manager in 1946, and became manager in 1961, and business manager in 1976.

## Add one more to project list

The Friday smorgasbord:

The Federal Aviation Administration's decision to expand the flight service station at Grand Forks International Airport means that the city has won the right to build a facility for the federal government, in exchange for 20 jobs and a more prominent role for the airport. The flight service station addition may cost about \$1 million and be leased to the federal government for \$1 a year.

You have to hand it to the FAA for getting the best deal it could. The agency's plan to automate and consolidate its flight service facilities in several North Dakota cities touched off intense competition for the jobs that would remain. Grand Forks was the winner, and no doubt the project will stimulate an economy that was hit by the loss of a lot of jobs in 1983.

Now, the city of Grand Forks has a lengthening capital projects agenda, and the flight service station probably goes near the top of the list.

With multi-million-dollar proposals to expand the water treatment plant and the City Auditorium, taxpayers and City Council members have their work cut out for the new year.

Between bond issues and tax increases, Grand Forks is talking a lot of money on any or all of the above. It likely would be money from higher real-estate taxes. Or, as some believe, it could be money that comes from more diverse income sources, such as a 1-percent city sales tax.



# City committee urges using revenue bonds for flight station

By Mike Brue  
Herald Staff Writer

Grand Forks should use an airport revenue bond to finance construction of a new automated flight service station at Grand Forks International Airport, the city's finance committee said Tuesday.

But Airport Business Manager Norman Midboe said later the city is "barking up the wrong tree" if it thinks enough airport revenues exist to repay the estimated \$1.1 million revenue bond.

"It would just stymie the airport completely," Midboe said in an interview. "There would be no more con-

struction at the airport. We would not have any more expansion."

The committee recommended that the revenue bond "be backed by the full faith and credit of the city," which means that city property taxpayers still could assist in bond payments.

Mayor H.C. Wessman had suggested a general obligation bond as a way to finance the facility, which the Federal Aviation Administration awarded to Grand Forks earlier this month. The interest on such a bond would be roughly 1/4 percent lower than a revenue bond, City Auditor Don Tingum said Tuesday.

Tingum said total construction costs

plus bond fees would account for a bond issue of about \$1.1 million.

In its bid to the FAA, Grand Forks offered to construct an 8,000-square-foot facility — estimated at \$946,000 — and provide sewer and water, outside maintenance and insurance. The city would lease the building to the FAA for \$1 a year, with an option to renew after 20 years.

Terms of the lease still have to be negotiated and approved by both the FAA and Grand Forks City Council. The city could break ground for the facility by spring of 1985, according to consulting engineer Gary Sanders of CPS Ltd., Grand Forks, which de-

signed the city bid.

"It just seems to me it would be a little more palatable to issue revenue bonds than issue 'g.o.' bonds. . . . Then they would be paid for by the ones that are getting the benefit," committee chairman Ludwik Kulas said.

Committee members said an airport revenue bond could give the city justification to increase air carrier landing fees, hangar rentals and other fees.

If the city ever creates an airport authority district, the tax revenues for operations from jurisdictions outside of Grand Forks could help repay the bond, City Engineer Frank Orthmeyer said.

But City Attorney Jay Fiedler said the creation of such a district appears unlikely in the near future. Midboe agreed.

Midboe said residents probably would be asked to help repay an airport revenue bond, even if a general obligation bond wasn't issued.

"We're going to float an airport revenue bond issue for expansion of the terminal building, and you're going to need revenues for that," Midboe said. About \$1 million in terminal expansion is scheduled on the city's capital improvements list for 1985, he said. Federal airport aid will cover about 25 percent of that cost, Midboe estimated.

Space rental revenue from air carriers will help repay the bond.

The airport has surplus revenue that will go toward expansion projects, Midboe said. Capital improvements are paid from a 4-mill city airport levy and state airport aid totaling about \$75,000 annually. A state airline tax normally provides help, but several airlines are challenging that tax in court.

Midboe warned that airport fees should be raised in proportion to the amount of service provided. For example, Fargo has twice the air carrier traffic as Grand Forks, but the landing fees are only slightly higher, he estimated.

## Northern Airways will begin GF to Fargo to Bismarck route

BISMARCK (AP) — Northern Airways of Grand Forks has announced plans to start commuter service between Bismarck, Fargo and Grand Forks on March 1.

"Our new service will allow a traveler to fly between any of our cities and return the same day, thereby eliminating the expenses of overnight accommodations," said Northern Airways President Jon Harty.

Harty made the announcement Friday at a meeting of the state Aeronautics Commission.

Northern will charge \$90 for a one-way flight between Bismarck and Grand Forks, \$75 between Fargo and Bismarck and \$25 between Grand Forks and Fargo, Harty said.

The airline has been operating a flight between Bismarck and Grand Forks for about a year. Harty said it is expanding because current mid-morning flights between Bismarck and Fargo are inadequate.

Ridership on that route dropped from 37,000 in 1979 to about 3,700 in the most recent year for which statistics are available, he said. "There is great potential to convert people currently traveling by surface to air transportation," Harty said.

Northern plans to begin offering the service with an eight-passenger aircraft, but it expects to be using a 19-passenger turbo-prop airplane by April, Harty said.

Plans call for one flight to leave Grand Forks at 6:30 a.m., stop in Fargo, and then continue to Bismarck by 8:15 a.m. That flight will turn around and return to Grand Forks via Fargo shortly after 10 a.m.

Another flight on the same route will leave Grand Forks at 4:15 p.m. and return shortly before 8 p.m.

Northern plans to operate the route without the federal subsidies commuter lines may receive for picking up routes that commercial air carriers served prior to deregulation.

The airline estimates that it will be able to fill about 45 percent of the seats on the flights. Harty estimated that it will need to fill a third of the seats on the 19-passenger planes to break even.

## City committee urges hiring of architect for airport expansion

By Mike Brue  
Herald Staff Writer

Grand Forks should seek an architect to provide preliminary plans for roughly \$1.1 million in airport terminal and maintenance building expansion, the public service committee voted Monday night.

The committee also recommended that a simultaneous study on Grand Forks International Airport's financial ability to handle future improvements.

A 10,000-square-foot expansion of the existing airport terminal building, estimated at \$950,000, and a 3,000 square-foot expansion of the maintenance building, estimated at \$150,000, are scheduled by the city for 1985.

Federal Aviation Administration aid is available to finance 90 percent of storage building construction. The city airport operating fund would pay the rest. The building will provide for heated sand storage.

Airport revenue bonds are proposed to pay for the terminal building expansion. But the finance committee recommended Jan. 24 that revenue bonds also be used to finance construction of a \$1.1 million automated FAA flight service station. The city's bid for that station was selected earlier this month.

Terminal expansion would increase public,

office and airline rental space, baggage handling capabilities, airport officials said.

The airport has severe crowding problems during popular travel periods, such as the Christmas season, Airport Business Manager Norman Midboe said. If the expanded terminal reaches capacity in another 10 years, he said, "then it's time to think about a new terminal building, not before."

Airport officials want estimated costs to use in terminal lease negotiations with the airport's air carriers. Those leases expire July 1.

The proposed improvements should be reviewed by the Metropolitan Planning Organization, which has representatives from the city, East Grand Forks, Polk and Grand Forks counties, said Thomas Hagness, who chairs the committee. The Metropolitan Planning Organization has discussed the idea for a regional airport authority that would bring other local government entities into airport operations.

In other action, the committee endorsed a plan to weld iron bars inside certain city storm sewer catch basins, if the city receives a request to do so. The safety measure follows an incident on New Year's weekend, when a woman's leg slipped down the basin opening.

Committee actions will be reviewed Monday by the City Council.

## Mayor to fill development, transportation positions soon

Mayor H.C. Wessman plans to choose the city's first executive director of urban development from a group of three finalists by Feb. 15.

Wessman also will select a new city transportation finance coordinator from a group of five finalists.

The urban development director will supervise and coordinate the city's planning, community development and housing activities. The duties expand on those of the late Royce LaGrave, longtime executive director of Community Development and the Housing Authority. LaGrave died Dec. 11.

The three finalists are:

- John O'Leary, Mandan, N.D., executive director of the Lewis and Clark Regional Council for Development.

- Wayne Faust, Crookston, Minn., director of physical and economical development planning for the Northwest Regional Development Commission.

- Bruce Bartch, Bismarck, director of industrial development and international marketing for the North Dakota Economic Development Commission.

The position will pay \$27,864 to \$33,684, depending on experience, plus fringe benefits.

Personnel Director Jay Graba said 25 people applied for the position. A committee of government and business representatives appointed by Wessman interviewed the top six candidates and then rated them Jan. 28. The Civil Service Commission selected three to recommend to Wessman.

The transportation coordinator will administer finances for city public transportation and Grand Forks International Airport. The duties include those once handled by Norman Midboe, recently retired airport business manager.

The candidates for transportation coordinator are Robert Ulland, Grand Forks, planning technician for the city of Grand Forks; Kerry Knoff, Grand Forks, installment loan manager for First Bank of East Grand Forks; Cheryl Gilday, Grand Forks, a city accountant; Patricia Kosbab, Grand Forks, a former senior accountant in Plymouth, Minn., and David Smith, Winnipeg, an airport administrator.

The transportation coordinator will make \$21,492 to \$25,980, with fringe benefits.



## GF Council OKs flight station finance plan

By Mike Brue  
Herald Staff Writer

Grand Forks will rely on a combination of airport revenue and general obligation bonds to pay for an automated federal flight service station at the city International Airport.

The City Council approved the financing plan of \$1.1 million in bonds at the request of City Auditor Donald Tingum, who estimated airport revenues could not cover bond payments without taxpayer help.

In other action Monday night, the council delayed action concerning proposals for a city sales tax and for increased adult bus fares.

The council also set prices for 43 delinquent-tax lots bought by the city in an effort to recoup unpaid back special assessments. The total selling price is \$328,201, compared with \$253,155 in delinquent specials.

The council's finance committee recommended that an airport revenue bond "backed by the full faith and credit of the city" be used to finance

the flight station. Additional revenues might come in the future from a taxing district created for a regional airport authority, the committee noted.

Norman Midboe, recently retired airport manager, had warned that airport revenues wouldn't be enough to pay for the flight station. The city plans to use an airport revenue bond for roughly \$1 million in terminal expansion, although the 1984 budget sets aside \$450,000 that could be tapped to help make payments.

"There will be a mill levy against property owners in order to pay for the bonds," Tingum said Monday night. Specific bond financing plans and the exact tax increase are not known.

The Federal Aviation Administration accepted Grand Forks' bid for the facility in January. But the two parties still must negotiate some lease details before a final agreement is made, with council approval.

The city offered to construct the estimated \$946,000 building and provide

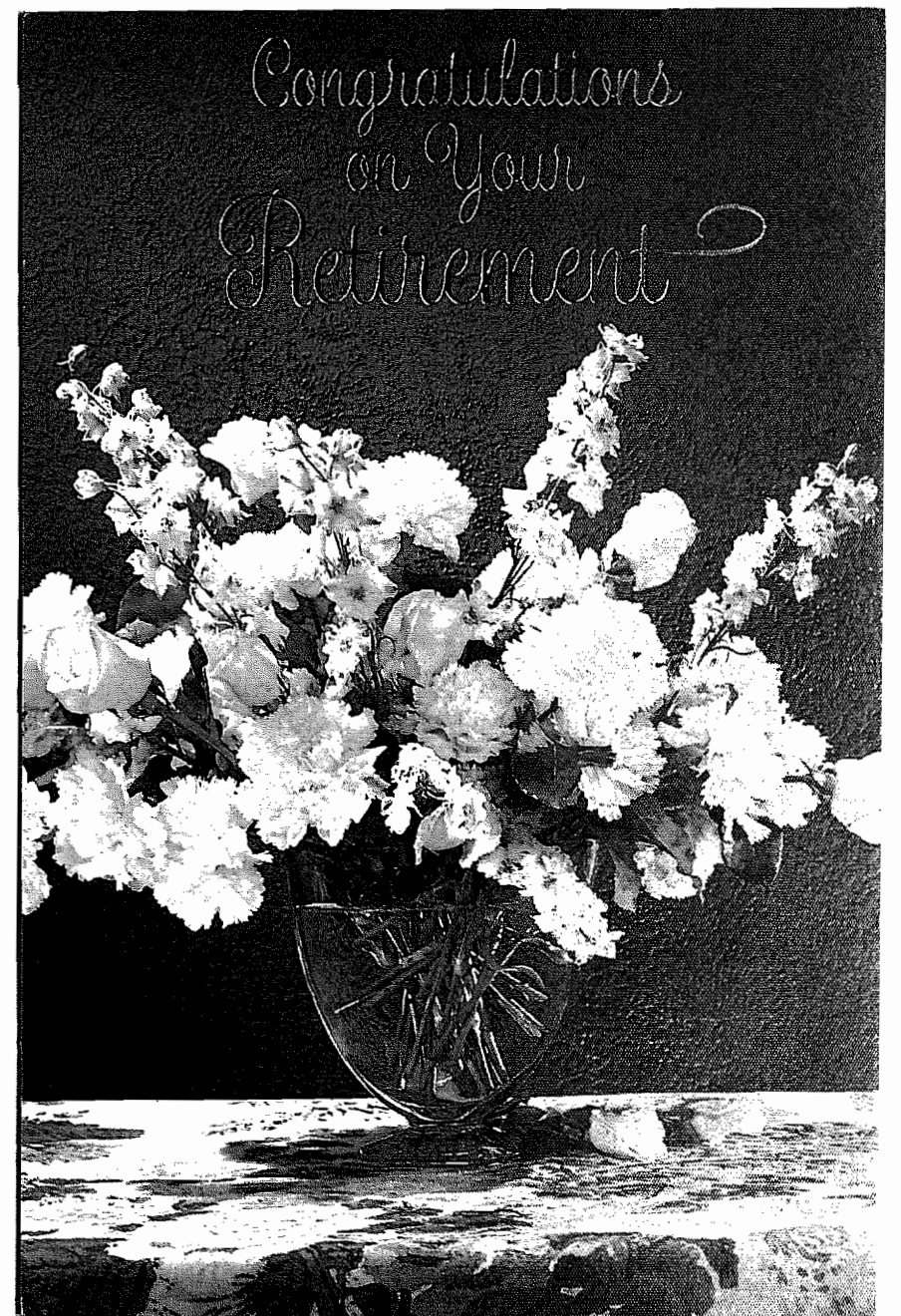
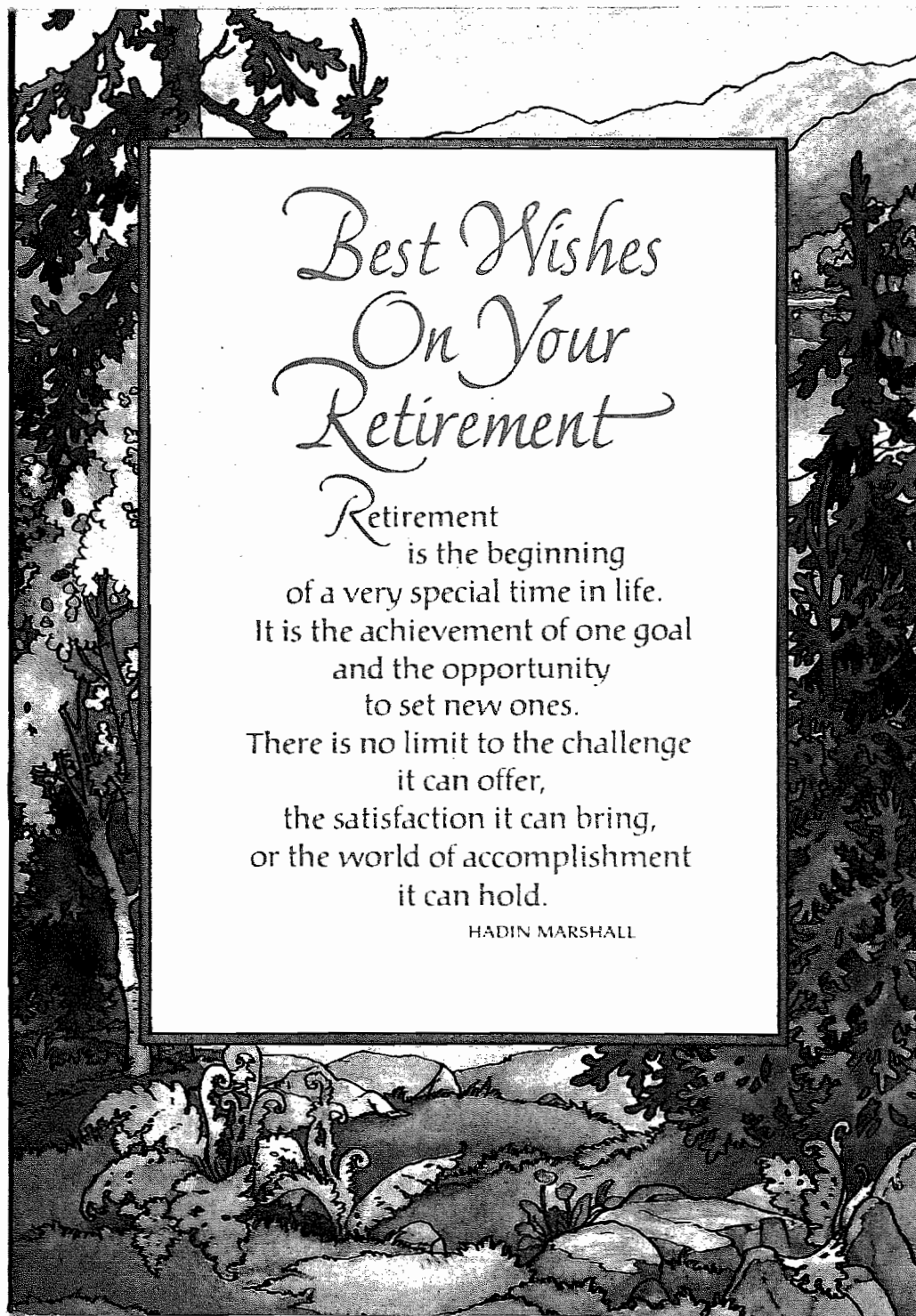
sewer and water, outside maintenance and insurance. The city would lease the 8,000-square-foot building to the FAA for \$1 a year, and the agency would have the option to renew the lease after 20 years.

Mayor H.C. Wessman vowed the facility won't be constructed for the FAA "unless we know they're coming in." Tingum's office will conduct a study of airport finances.

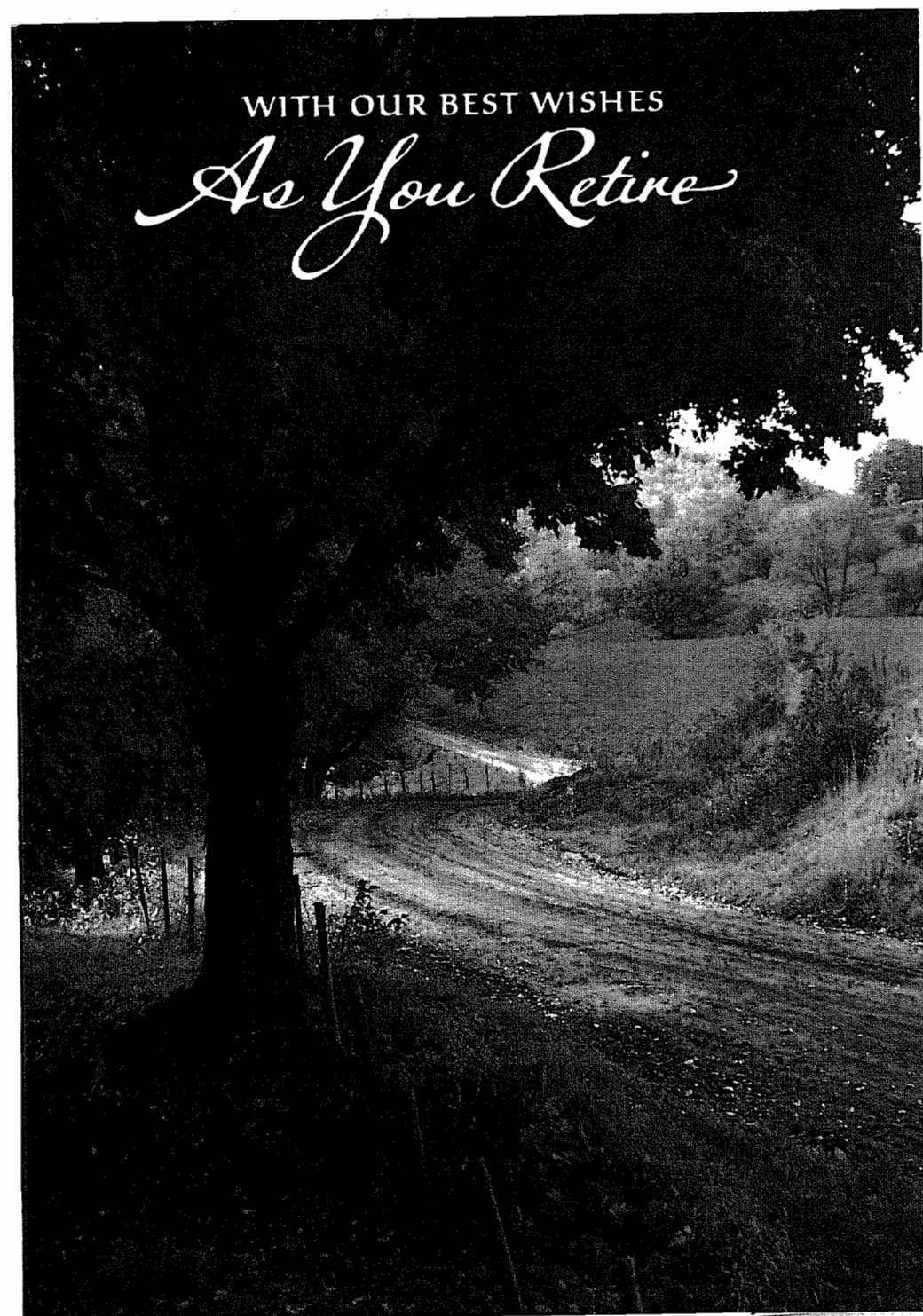
The council, at Wessman's urging, agreed to wait for an opinion from State Attorney General Robert Wefald whether the city needs to amend its Home Rule Charter before it can create a city sales tax.

City Attorney Jay Fiedler advised the city in January to take a "conservative route" and ask voters to amend the charter during the June primary election. Fiedler expects the opinion within the next several weeks.

No public comments were made during a public hearing on a proposed 10 cent increase in adult bus fares.







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one up, you have to go on the basis of fairness," Bushaw said.

Several downtown operators spoke for and against the plan Monday night. In other action, the council:

- Selected Grand Forks architectural firm Schoen Associates to do a marketing and initial architectural

analysis for a Civic Auditorium expansion. The firm also was selected for a separate architectural contract for work at Grand Forks International Airport, including a terminal expansion.

sion. 3-6-84

- Declared 57 lever-type voting machines surplus property for the purpose of selling, or for getting rid of, the machines. Purchased in the early 1960s, the machines have since been replaced by punch-card voting stands and sit idle.

City Auditor Donald Tingum said the city so far can't find a buyer for the machines. "I've talked to a few junk dealers, and they don't want 'em," Tingum said.

#### Bonds may cover airport improvements

4-11-84 Grand Forks can make several major airport improvements without an increase in the city's airport mill levy through at least 1987, according to preliminary projections by City Auditor Donald Tingum.

The city plans to construct a \$1.1 million automated flight service station at Grand Forks International Airport that would be leased by the Federal Aviation Administration.

An estimated \$1 million expansion to the airport terminal building also is planned.

Tingum said his projections were based on the sale of two airport revenue bonds, a 20-year, \$1.1 million issue for the flight station and a 10-year, \$600,000 issue for terminal expansion. Both issues were calculated at 9½ percent interest.

The city has \$400,000 budgeted this year for the terminal expansion project, he said. The airport fund should have a balance of about \$1 million at the end of 1984.

By January 1988, Tingum projects, the balance will be about \$615,000. The city either would need to raise its 4.26 airport mill levy or find alternative sources of revenue to repay bonds and still have money left for other airport needs, he said.

Tingum said the city and FAA are expected to sign a lease agreement for the flight service station by early next week. The facility would take about two years to build.

A special city task force is studying the airport expansion project.

Tingum plans to meet with airport officials today to review his findings.

## Grand Forks Herald

★ Section B — Wednesday, December 28, 1983

# Aerospace Camp at UND aims at high schoolers

By Kevin Fee  
Herald Staff Writer

The University of North Dakota's newest summer camp isn't meant to improve youngsters' skills on the ice, court or field.

It may get them headed up, up and away, though.

"Blast off into two weeks of airplanes, space and adventure," a camp brochure states. "... you will fly a simulator, airplane, helicopter and aerobatic plane!"

They're calling it an International Aerospace Camp.

Sponsored by the UND Center for Aerospace Sciences and Northwest Orient Airlines, the camp is open to high school students who will be entering grades 9 through 11 the following school year.

**'It's difficult for young kids and even older kids to get involved in aviation.'**

**Rick Molenaar**  
Aerospace Camp director

Camp director Rick Molenaar, an associate professor of aviation at UND, said he hopes the camp attracts "doers — the high-energy kids."

The cost: \$849.

Aviation is expensive. An aviation student at UND pays \$2,000 to \$10,000 in addition to regular undergraduate fees, Molenaar said.

"When dealing with airplanes, it gets costly," Molenaar said. "When you consider five different types of aircraft, model kits, clothes and a banquet — I think it is super-reasonable."

Camp participants will receive flights in five different aircraft, build aircraft models, operate an aircraft simulator and tour the Grand Forks Air Force Base and Northwest Orient's Minneapolis flight operation.

"It's difficult for young kids and even older kids to get involved in aviation," Molenaar said. "With security the way it is now, kids don't even have a chance to touch planes. They don't have any way to get interested in planes except by watching TV."

"The camp will give them an overall view of the industry."

Molenaar said student recruitment isn't the university's objective in offering the camp, but "it will get the word around the nation that aerospace is alive and well right here in North Dakota."

"This is the second-biggest aviation school in the United States and probably the most prestigious. After coming to the camp, if they want to come here — fine. But we are not going to get the enrollment services people there to hand out admission packages."

The camp, Molenaar said, may be an original. There is a United States Space Camp in Alabama, he said, but that camp "doesn't deal at all with aviation."

Molenaar said the camp has been endorsed by the U.S. Air Force, the North Dakota Aeronautics Commission and the state Civil Air Patrol, as well as the Northern Lights Council of the Boys Scouts of America.

"It qualifies for the Boy Scout merit badge in aviation," he said, "and that's one of the toughest ones to get."

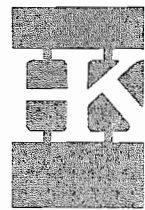
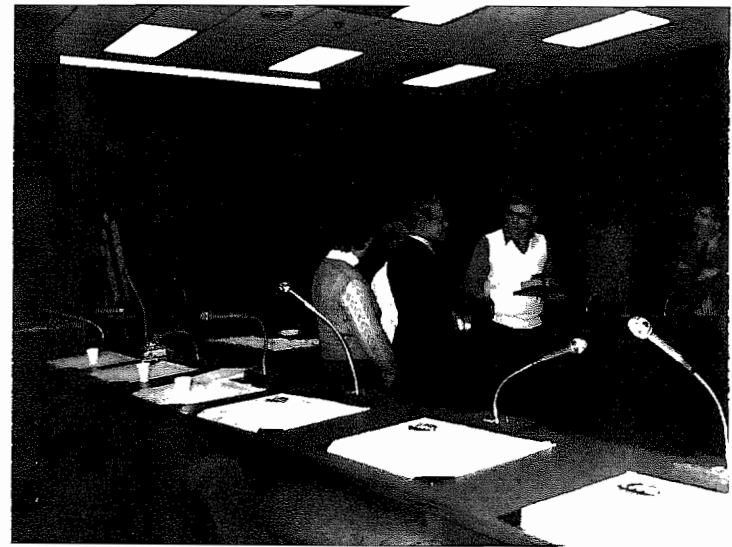
The aviation department will advertise the annual camp with 20,000 brochures. Northwest Orient's corporate magazine also will promote it.

"The camp is not academic in nature," Molenaar said. "It's made as an educational experience — to get them more aware. They will see aviation from the beginning to the present to the future."

Molenaar said there also will be information on space and the space program.

Only 40 students will be allowed in each of the three camp sessions scheduled this summer.





## HARRIE AND KENNEDY ARCHITECTS

402 METROPOLITAN BUILDING BOX 788 GRAND FORKS NORTH DAKOTA 58206-0788

TELEPHONE 701:772-2811

January 25, 1984

Norman Midboe  
2015 2nd Ave. North  
Grand Forks, ND 58201

Dear Norman:

Congrats on a well-deserved retirement. Lots of improvements in our travel facilites during your tenure.

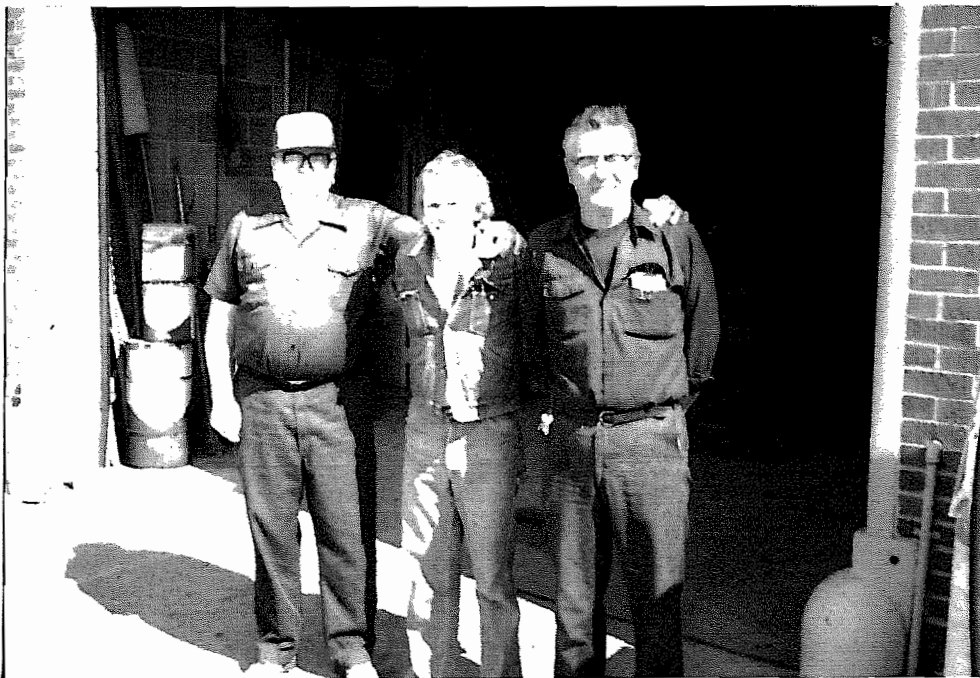
Two suggestions: You should have time to return to the church choir now. Also, if you are not aware of, it, there is a Canadian manufacturer of ultra-lights just south-west of Winnipeg.

With envy,

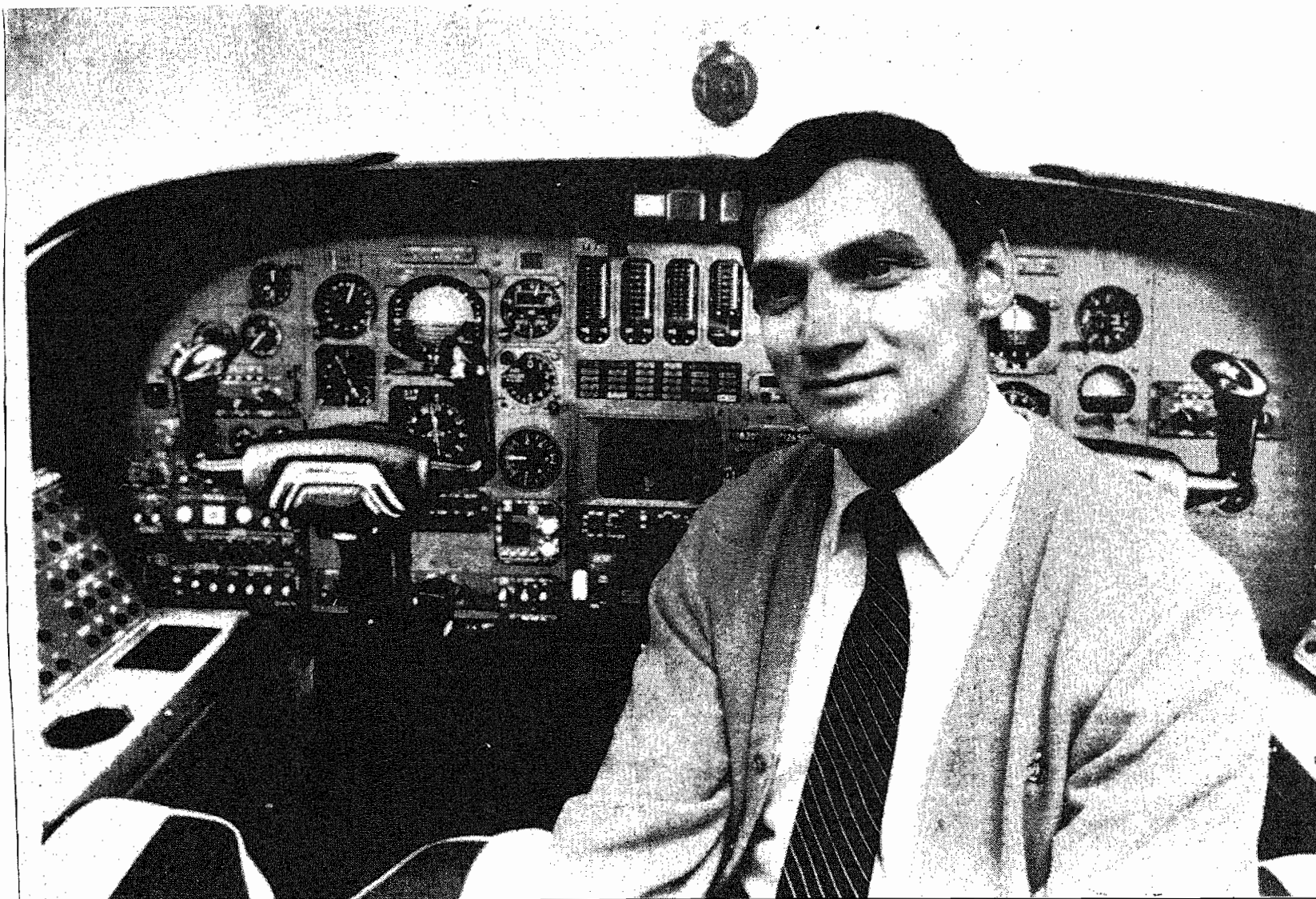
Robert L. Kennedy  
HARRIE & KENNEDY ARCHITECTS

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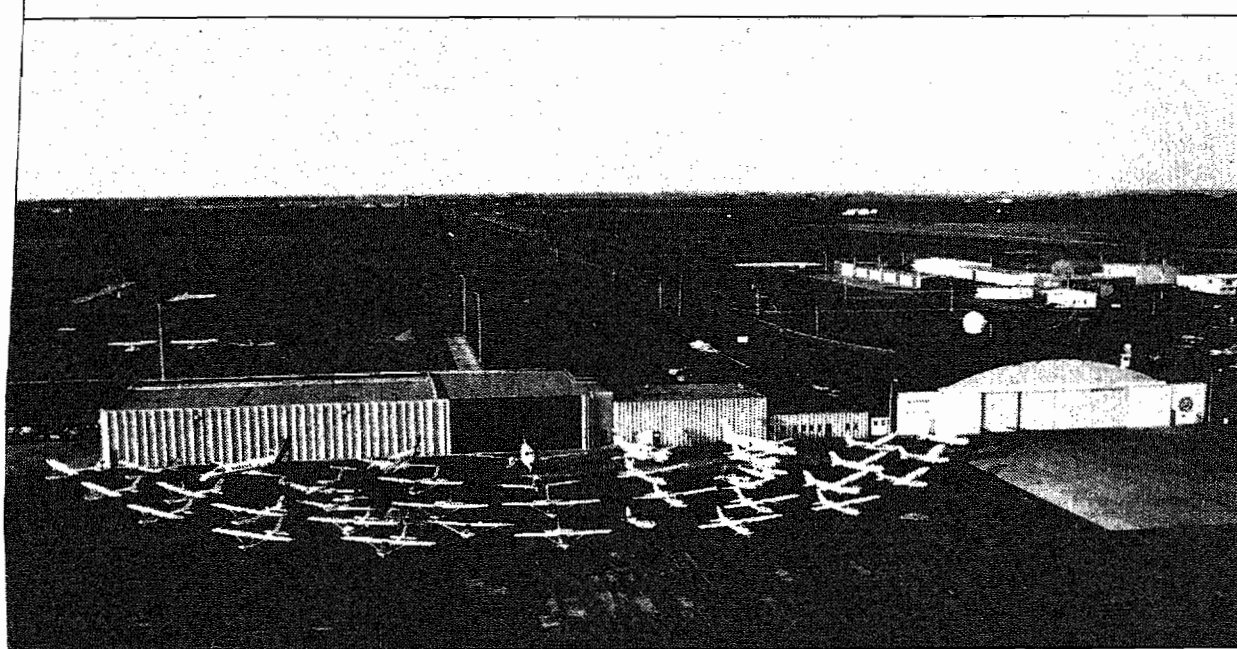








Photography: Jackie Lorentz

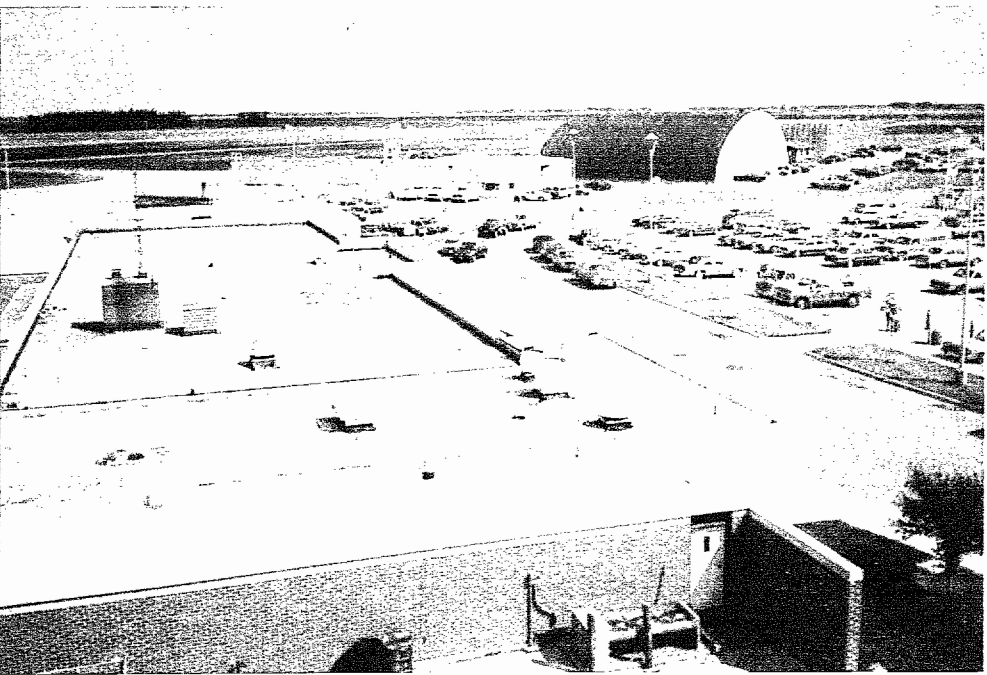
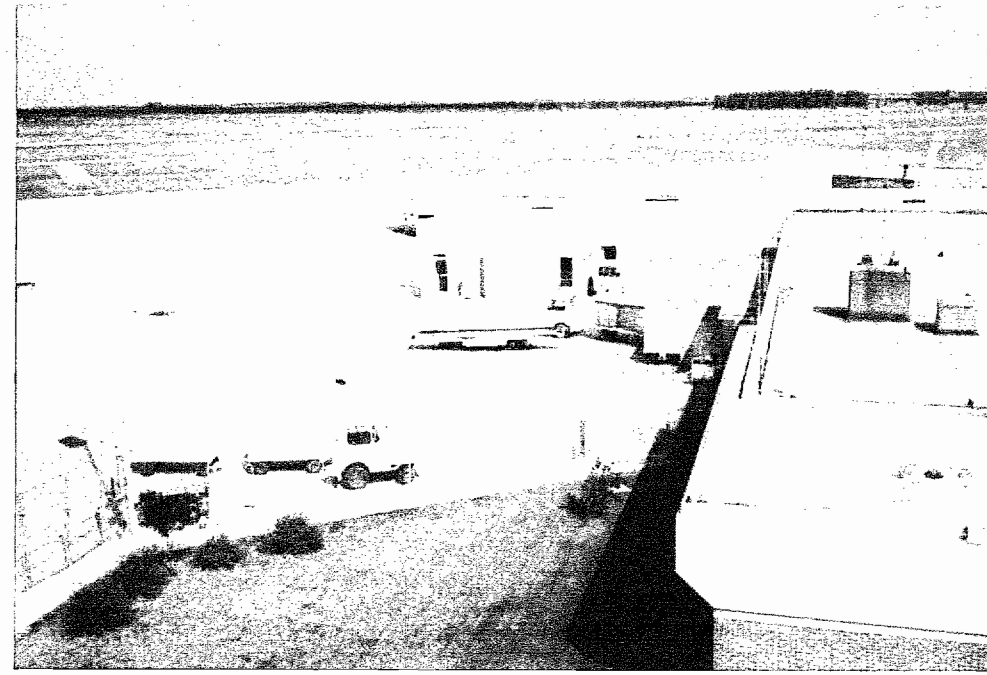
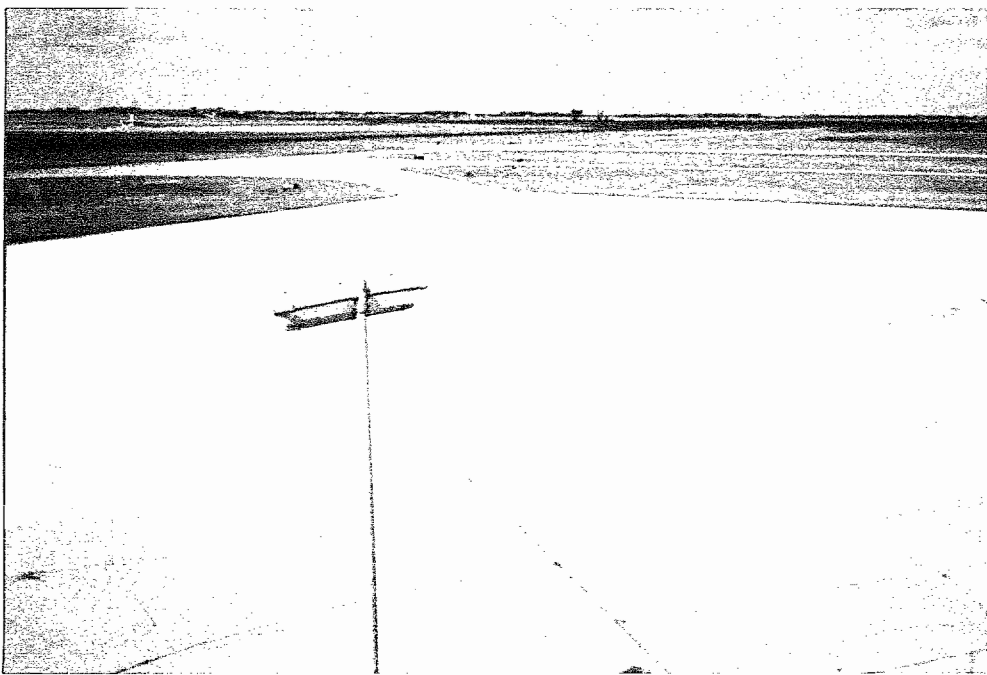


UND photo

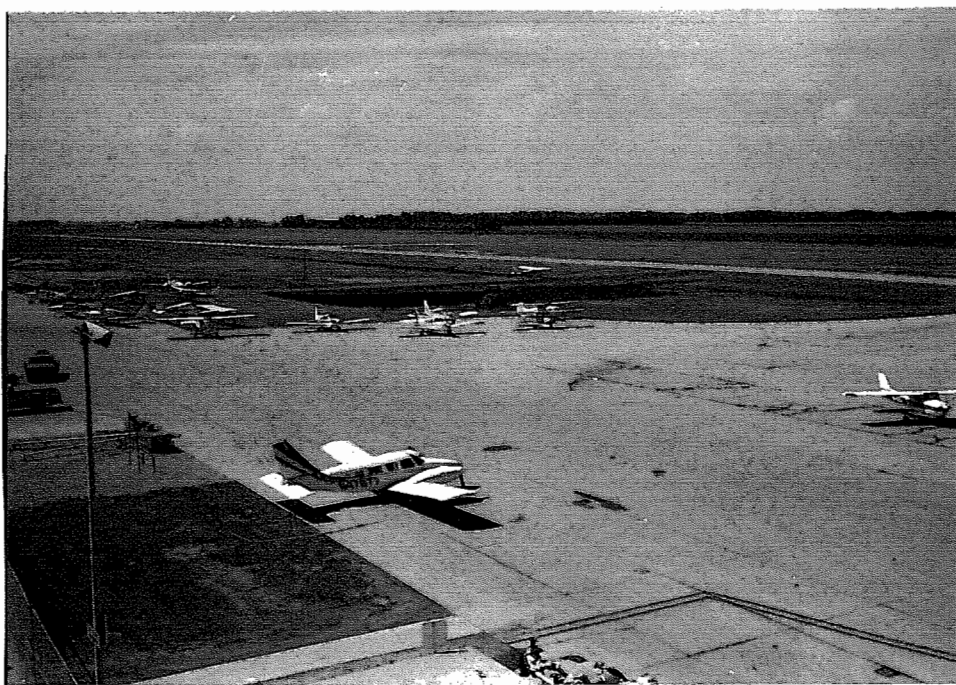
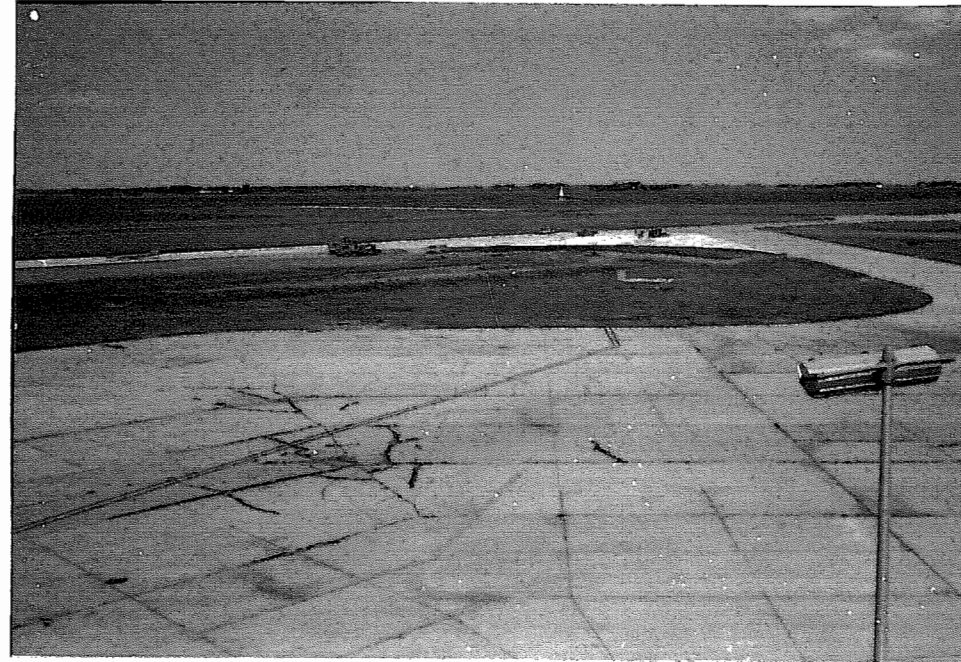
Above, Rick Molenaar sits in front of a blown-up photograph of an airplane cockpit in his office in the University of North Dakota aviation department. He will direct the aerospace camp for high school students this summer. At left is UND's flight operations facility at Grand Forks International Airport. Molenaar, an associate professor of aviation at UND, said the university has the second-largest aviation school in the nation. Students at the camp will receive flights in five different aircraft, build aircraft models, operate an aircraft simulator and tour the Grand Forks Air Force Base and Northwest Orient's Minneapolis flight operation. It's intended to give students an overview of the industry, Molenaar said.











**Legal Notices 10-14-85**

**NOTICE OF PUBLIC HEARING ON A PROPOSED PROJECT UNDER NORTH DAKOTA CENTURY CODE, CHAPTERS 2-06 AND 40-35 ON BEHALF OF FEDERAL EXPRESS CORPORATION, CITY OF GRAND FORKS, NORTH DAKOTA**

NOTICE IS HEREBY GIVEN that the City Council of the City of Grand Forks, North Dakota, will meet on October 21, 1985, at 7:30 o'clock p.m., at City Hall, in Grand Forks, North Dakota, for the purpose of conducting a public hearing in accordance with Section 163(k) of the Internal Revenue Code of 1954, as amended, on a proposal that the City use excess moneys from the issuance of the City's \$2,135,000 Airport Revenue Bonds (Contingent Tax Levy) (the Bonds) pursuant to North Dakota Century Code, Chapters 2-06 and 40-35, in order to finance the cost of a project. The project will consist of the construction and equipment of an approximately 9,215 square foot facility in the City to be owned by the City and leased to Federal Express Corporation. The project will be located at Mark Andrews International Airport in the City. The maximum principal amount of the Bonds which will be used to finance the project is \$300,000. The Bonds and interest thereon are payable primarily from the net revenues of the municipal airport facility, but, in the event that there shall be at any time a deficiency in the revenues available to pay principal of and interest on the Bonds, the City Council is required to levy a tax upon all taxable property in the City for payment of such deficiency, which tax shall be subject to no limitation of rate or amount, and the City Council may levy such tax if a deficiency is likely to occur within one year.

All persons interested may appear and be heard at the time and place set forth above, or may file written comments with the City Auditor prior to the date of hearing.

Dated: October 7, 1985.

BY ORDER OF THE CITY COUNCIL  
/s/ Donald O. Tingum  
City Auditor  
(October 7, 14, 1985)

# Andrews

## He's getting GF a new air tower

By Marcia Harris  
Herald Staff Writer

The Grand Forks Mark Andrews International Airport may get a new \$1 million control tower, according to the U.S. senator for whom the airport is named.

Andrews, who chairs the Senate Appropriations Transportation Subcommittee, included in the 1985 supplemental appropriations bill language directing the Federal Aviation Administration to secure a new location for the Grand Forks airport's control tower.

That language could mean relocating the tower or building a new one. But it is more than likely that a new tower will be needed, according to Andrews' office. It is Andrews' intent that FAA would pay for the entire project because it's aimed at improving airport safety.

Grand Forks Mayor H.C. Wessman wrote to Andrews seeking his assistance on the project. In his let-

ter, Wessman said the FAA apparently did not adequately study the airport master plan when it built the present tower in 1973.

The location causes some blind spots on taxiways for the general aviation area, and it also limits expansion of the airport because new hangars would block the line of view between the control tower and the general aviation area.

"The city of Grand Forks believes that because these oversights were originally made by the FAA on determining the location of the present air traffic control tower, the responsibility for relocating the tower, or building a new one at a more desirable location, certainly should rest with the Federal Aviation Administration," Wessman wrote.

Andrews' action was good news to Tom Breton, airport manager.

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## Tower

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"We've been after this for some time," he said, adding that controllers can't see aircraft approaching taxiways for "a few hundred feet" in the general aviation area. Breton also noted that the city had to shorten its newest runway by 500 feet because of a blind spot.

Blind spots do not occur on any runways or taxiways used by commercial airplanes, Breton said.

But the tower prevents construction of new hangars on the east side of the airport, he said, because it is

so short that such hangars would block controllers' views of taxiways there.

Breton estimated relocation of the existing tower would cost \$500,000, and he said a new tower would run \$1 million or more. He said the tower could be relocated, but he added that it would have to be made higher — which would complicate the moving job.

In his letter to Andrews, Wessman said a new tower would "more than likely" be needed.