At least 20 bills were introduced in the N.D. Legislature which related to aviation activities in one way or another as follows:

**BILLS THAT PASSED THE LEGISLATURE** and have been sent to the Governor include:

**HB-118**
Provides that the Governor may, by proclamation, place foxes, wolves & coyotes on the protected list of fur-bearing animals at any time. If a fur-bearing animal becomes protected, the Governor may by proclamation set the area, manner and number of such animals that may be hunted. (This law does not change the present aerial hunting status of the fox unless, after hearing, the Governor issues a proclamation.)

**HB-179**
Exempts all commercial applicators of agricultural chemicals & fertilizers from paying a sales or use tax on such chemicals or fertilizer used in the service to the farmers.

**HB-174**
Increases maximum interest rate from 6 to 7% on airport revenue bonds issued by airport authorities. Also provides that airport authorities which issue revenue bonds in cities over 10,000 population, that in event of default of either interest or principal, that the governing body shall levy a general tax on all property to make up the deficiency.

**HB-282**
Changes allocation of scheduled airline flight property taxes collected by the state and paid back to the seven airline cities from a count of landing to a gross landing weight formula.

**HB-300**
Relates to Weather Modification and permits the creation of weather modification authorities by petition on a county-wide basis. Such authorities may levy a 2 mill county-wide property tax and the petition shall name five commissioners to operate such authority.

**HB-333**
Conveys powers of the Airport Authority Act to the North Dakota Aeronautics Commission for the purpose of constructing, owning and operating state airports near state or national parks or near recreational areas in North Dakota.

**HB-437**
Increases flight property taxes on scheduled airlines by 32% by changing the computation of the present tax from the state-wide average mill levy on such property to a method of applying the average mill levy of the cities with airline service.

**HB-500**
Raises fuel taxes on all motor fuels from 6 to 7¢ per gallon. Refund system remains the same with aviation gas and jet motor fuel. (Seven cents per gallon refund less a 2% excise tax on the cost price of aviation gas and jet motor fuel, which is deducted out of the refund. The 2% excise tax is placed in the Aeronautics Commission aid to airports fund.)

House Resolution #9 - Directs a study to determine feasibility of creating a state aircraft pool of all state owned aircraft.

**BILLS KILLED BY THE LEGISLATURE**:

**HB-65**
Prohibits state agencies from acquiring aircraft without legislative act; SB-127 - Aerial hunting regulated by Board of County Commissioners; SB-198 - Prohibits non-resident aerial hunters; HB-303 - Outlaws aerial hunting & hunting from snowmobiles; HB-348 - Prohibits aerial spraying within 1 mile of edge of all cities; HB-384 - Raises airport mill levy from 4 to 5 mills on property; SB-306 - Imposes $1.00 airport service fee on all scheduled airline originating passengers & gives all revenue to cities of origin; HB-512 - Imposes $1.00 airport service fee for airline passengers and gives cities 75% of revenue and Aeronautics Commission 25% of revenue for secondary airports.

**ANNUAL SPRING SPRAYING SEMINAR - APRIL 10th - DEVILS LAKE, NORTH DAKOTA**

The North Dakota Aeronautics Commission with the cooperation of the N.D. Extension Service; the Federal Aviation Administration; N.D. Operators and various chemical companies are again acting as coordinator to update aerial applicators on factors affecting their industry.

The meeting will be held in Devils Lake, April 10th starting at 10:00 a.m. at the Knights of Columbus Hall. Only one meeting is to be held this year as it is felt that considerable material affecting the industry was covered at the annual convention held in Bismarck in February. Devils Lake was chosen, as the previous meetings were held in Minot and Fargo. As in the past, the meeting will conclude that evening with a social hour and a dinner, which is hosted by chemical companies.

The agenda calls for appearances by many of our old friends such as Wayne Colberg, Chief Entomologist of the Extension Service and Pesticide Coordinator; Dr. Larry Mitich, Extension Weed Control Specialist; Dr. Edward Lloyd, Extension Service Plant Pathologist; Dr. Fred Vasey, Extension Soil Specialist; Les Severance, Chief of GAD07 and Everett Dunkin, Chief of Inspection & Maintenance plus Harold G. Vavra, Director of the N.D. Aeronautics Commission.
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The Federal Aviation Administration Central Region with the active support and endorsement of all of the Aeronautics Commissions and Departments of the States involved, have launched a two-year program, wherein Pilot Seminars will be held on a very local level geared toward accident prevention. Mr. Robert P. Broadbent of Fargo GAD 7 has been named Accident Prevention Specialist. Mr. Broadbent has spent over 6 weeks at a specialist school and has been assigned additional time to utilize in searching out underlying accident producing problems and to help solve them. Broadbent in a letter to the Aeronautics Commission stated as follows:

This office is, as a part of the accident prevention program, presently conducting pilot seminars in areas where safety seminars have rarely or never been held. We feel that the student, private and commercial pilots need to be contacted. We have at this writing the following meetings scheduled each week.

In order to set up a meeting, a town is selected, a meeting place arranged for, a notice is put in the local newspaper and then we send each registered pilot a personal letter stating where and when the meetings will be held. The meetings usually include pilots from one or two counties.

During the two-hour evening meeting, our aim is to explain the Accident Prevention Program and point out some of the problems, national and local-wise. We also show slides and discuss past accidents with emphasis on how they could have been prevented. Of course we have a question and answer session.

He further stated that a schedule of meetings had been set up to include:

- RUGBY - Monday March 10th 7:30 p.m. to 9:30 p.m.
- BOTTINEAU - Tuesday, March 18th, 7:30 p.m. to 9:30 p.m.
- LANGDON - Wednesday, March 19th, 7:30 p.m. to 9:30 p.m.
- MOHALL - Wednesday, March 26th, 7:30 p.m. to 9:30 p.m.

Future meetings will be scheduled at Bowbells, Crosby, Stanley, Williston, Parshall, Watford City, Medora and Bowman, N.D. Broadbent further mentioned that anyone wishing to have a pilot seminar, club meeting, etc., is welcome to contact him to set up possible dates.

In light of recent accidents in our area, THE PROGRAM as borne out by the following statistics seem very identical.

National statistics show that in 1966 there were 5,712 general aviation accidents; 573 of these accidents were fatal and resulted in 1,151 fatalities. The statistics show that approximately one in every six accidents was fatal, and that approximately one aircraft in every six involved in an accident was destroyed. Statistics for 1967 show 6,165 total accidents, 589 fatal accidents resulting in 1,203 fatalities. The percentage of aircraft destroyed in 1967 was about the same as in 1966.

A review of the accident types and cause factors indicate clearly that a great number of these accidents should not have occurred. A high percentage of the accidents was the result of one or a combination of the following:

1. Complacent attitude toward safety
2. Lack of sound judgment
3. Lack of knowledge
4. Unnecessary flight hazards at the operating location
5. Lack of basic skills

Aircraft accidents, especially those that are easily avoidable, reflect unfavorably on general aviation; they result in a considerable loss of lives and property, and they contribute greatly to aircraft operating costs.

**PROPOSAL TO HAVE PERIODIC PILOT FLIGHT PROFICIENCY CHECKS WITHDRAWN BY FAA**

Under a deadline of January 22, 1969, the FAA has withdrawn its original proposal to have all pilots in command of aircraft receive periodic flight instruction, or proficiency checks, except where equivalent checks are received in other ways.

Of over 1,500 public comments received in response, a substantial majority opposed the entire proposal or significant parts thereof. Numerous objections asserted that the program would be too costly and burdensome, and that it would create hardship in many cases. As to the latter, concern was expressed that flight testing 550,000 private pilots in the United States annually would be a gigantic undertaking for the present number of flight instructors and FAA inspectors, and that many general aviation pilots would suffer long delays and the loss of use of their aircraft while waiting for proficiency checks. Further consideration, it is concluded that the present supply and availability of qualified flight instructors, who necessarily would handle the major portion of the program, is insufficient to handle the proposed flight instruction and proficiency checks without undue delays.

Also in areas where flight instructors are few and infrequently available, many pilots would be forced to fly many miles, with additional expense and loss of time, to comply with the requirements.

Other objections to the proposal asserted that the proposed requirements would not improve pilot judgment, a prime consideration as a causal factor in many serious accidents. According to these comments, many serious and fatal accidents are primarily due to exercise of poor judgment (proceeding into adverse weather) and the pilots' proficiency in flying the aircraft has little or no bearing on the situation.
AIRCRAFT ACCIDENTS

PILOT: Robert L. Skates, Billings, Montana
Time & Place: 5:20 p.m., 1-20-69 - Bowman, N.D. Airport
Pilot Time: 2818 TT, Commercial, MESEL, Age 34
Aircraft Type: Cessna 310 H Instruments: None
Pilot Statement: Approach for landing at Bowman Airport was normal in all respects (no difficulty incurred). Touchdown was at approximately 55 mph just left of center of runway centerline. After touchdown left brake grabbed momentarily causing the aircraft to veer to the left. I immediately applied full right rudder and aileron, but to no avail and the left main gear was pulled into the snow which was piled up alongside of the runway about 10 feet inside the boundary lights. I was unable to bring the airplane back to the bare part of the runway due to the depth of the snow, which the left gear and nose gear were in and the slope of the runway down from center. The airplane continued in a direction approximately parallel to the runway, however the airplane continued to veer more to the left and the left gear and nose gear stayed in the snow due to the frozen condition of part of the snow bank. The excessive strain on the gear caused the nose gear and left gear to collapse and fold back under the plane. The nose and left wing then hit the surface. The aircraft slid approximately 100 feet further before the left wing made contact with a mound of frozen snow at the intersection of the runway and taxiway. Upon contact with the left wing just outboard of the engine nacelle, it caused the aircraft to make a 180° turn to the left prior to coming to rest in the intersection of the runway and taxiway.

Aircraft Damage: Extensive damage to the nose gear and left main gear assembly, including the horn housing. Some damage to the nose portion of the fuselage, both internal and external. Both props bent beyond repair. Left wing damaged from nacelle outboard to tip tank main spar bent, left engine nacelle damaged. It has not been determined as yet how much, if any, damage was incurred by the engines.

Operator/Owner Safety Recommendations: This accident could have possibly been prevented if the following procedures had been used and/or conditions been prevalent:
1.) If I had landed in the center or right of center of the runway, which would have allowed a few more seconds for corrective measures, which could have kept the aircraft out of snow.
2.) If the runway did not slope so much from the center to the edges.
3.) If I had landed in daylight I would have been able to ascertain more readily the surface conditions.
4.) If full power had been applied to the left engine immediately after plane started to veer, it may have brought the aircraft back to the bare part of the runway.

PILOT: Judson W. Larson, Campbell, Minnesota
Time & Place: 11:45 A.M., 1-7-69 - 4 miles South of Hankinson, N.D.
Pilot Time: 302 TT, Private, SEL, Sea - Age 39
Aircraft Type: Piper PA-18A Instruments: None
Pilot Statement: Aircraft stalled in a left turn. I did not have sufficient altitude to recover and then stalled and then entered into a cross wind situation upon recovery at stall or very near stall speed. Evidently a gust caught the left wing which was up a little at this time. The right wing caught the ground and we skidded approximately 40 feet to a stop.

Aircraft Damage: Right wing demolished, right gear crushed into main frame. Tips of prop bent.

Operator/Owner Safety Recommendations: I did not have sufficient altitude for the turn. The turn should not have been so tight.

PILOT: Wallace J. Schmidt, 310 - 13th St. N.E., Valley City, N.D.
Time & Place: 11-13-68 - Valley City Airport
Pilot Time: 489 TT, Private ASEL, Age 41
Aircraft Type: Beech A15 Instruments: None
Pilot Statement: Attendant at Valley City Airport filled gas tank with fuel. I made the mistake of assuming the gas cap was secure after observing attendant putting gas cap on; however, the error is admitted, it should have been checked to insure that the cap was secure, immediately after take off, I noticed gas was gushing from right fuel tank spraying over the right side of the cockpit and strong gas fumes were present in cockpit. Power was cut immediately as I was concerned of fire. Aircraft settled on the runway and damaged prop and center skin.

* * * * *
A HOSTILE ENVIRONMENT

Apollo 8 and its crew, when it made its historic flight around the moon, encountered a very hostile environment, although its crew was protected by systems 3 in depth. What is your protection factor when you jump into your private aircraft or for that matter, your automobile and proceed from point A to B in a very hostile climate here in the north country? Stop and think about it. Assuming you survive a forced landing, could you walk a mile into a chill factor of -40°F?

I'll lay odds that the average pilot would be severely frostbitten.

In the event you were incapacitated and had to remain near your aircraft, how long would you last? If your dress is that of the standard businessman, which usually consists of no hat, light gloves, perhaps no overshoe, the Apollo crew's odds for an emergency were in effect considerably better than yours, in such a situation. How are you dressed and what emergency gear you carry in your aircraft, may make the difference as to whether you can survive a forced landing or accident.

Emergency space blankets that are made in light fabric 3-ply fabric: 1964 GLO; 3 years in weight and are folded into a package of approximately 3/4 X 3-1/4 X 3/4, costing about $3.00 each, can be purchased at most Ski Sporting Goods stores. Four of these in your aircraft plus a MYTEE-GLO emergency portable heater, which is manufactured here in N.O., plus perhaps a good pair of boots or overshoe, will make a good survival kit costing less than $25.00 which will not be cumbersome nor add much weight.

The MYTEE-GLO heaters weigh about 4 1/2 lbs. and are packaged in cardboard containers 9 X 8 X 2-1/2. They are made by the Lisbon Industries, Inc., Lisbon, N. D. and cost $6.50 each plus tax and postage. Most service stations carry these heaters and is rather foolproof consisting of about 12 wicks set in a pan of wax which will burn up to 24 hrs., producing an output of 2,500 B.T.U.

CAUTION ADVISED - SPRING BREAKUPS

Every year after the winter snow melts, a risk of nose over and bent propeller accidents are reported. The North Dakota Aeronautics Commission recommends that unless you know the field and soil conditions personally, that a few cents be spent on a phone call to the operator, to learn the status of the field of intended landing. Be sure you know who you are talking to and that he knows the situation personally. Do not take the word of someone that may guess. When landing, be wary of large drifts along side of the runway that may be melting slowly and may have caused some very soft spots that can cause accidents. Caution is also advised if a night landing is to be made at secondary fields. Remember a photo cell turns most of the lights on and off, but isn't intelligent enough to determine field conditions and keep the lights off if the field is not suitable for use.

N.D. AVIATION OPERATORS ELECT

Alfred Dahl of Cogswell, during their annual convention held in Bismarck, February 8th, was elected President of the N.D. Aviation Operators Association succeeding Dan Wakefield of Devils Lake. Elected to the position of Vice President was Darrol Schroeder of Davenport; Phillip Miller of Valley City, a fixed base operator, was elected as Treasurer; Vernon H. Baltzer of Bismarck was again named Secretary and Jack K. Daniels, Williston was retained as Executive Director. The Association took firm stands on various Legislation. As a service and to further their own industry and fulfill their obligations as knowledgeable and dependable Operators, the group also voted to make the drawing of a simple smoke generator generously supplied by Wally Marburger of Aero Spraying Service Inc. of Williston, available to all applicators in the State. The smoke generator will allow the Ag pilot to determine wind conditions on a trial run with a plume of smoke. The unit is a must, say those that have installed and used them.

FOR SALE: 25 aircraft as follows: 4 - 1966 Mooney, MK-21; MK-12; VOA-4, P.C.; full panel, very clean; 1967 Bellanca 260 - 120 TT, MK-12-4 Century auto pilot; ADF = 3 lite; 1968 Pawnee 235 comb. unit, 250 TT, booster wing tips; 1968 Pawnee 260 comb. unit, low time; 1948 Cessna 140, OSMOH, all metal, MK-1 Radio; 1960 Pawnee 150, 650 SMOH; 1965 Piper Pa11E150 Super Cub, 756A-1 sprayer, fresh annual; 1966 Cessna 260B, 1100 TT; 1963 Cessna 180D, 320 TT; 1964 Luscombe 8A, C-90, OSMOH; 1965 Pawnee 235, 650 TT, since new; 1968 Cessna 150, 800 SMOH; 1968 Cessna 150, 400 on factory engine; 1966 Cessna 150, 800 TT, fresh annual; 1968 Cessna 172, 2600 TT, very clean; 1965 Cessna 400, 1000 TT, very clean; 1965 Cessna 310F, 2250 TT, very clean; 1968 Cessna 310F, 725 SMOH, fresh annual; 1966 Cessna 180, 750 TT float kit; 1967 Mooney Exec, 420 TT. Contact Mid-State Aviation, Inc., Monroe Chase or Ken Reed, Box 1014, Bismarck or call Telephone 223-6862 or 223-6907.

RLP Printing Company, 1715 S. Broadway, Box 1178, Minot, N.D., 58701, advises that they have aerial spraying report forms in triplicate available for sale to aerial spray operators.