AVIATION NEWSLETTER

STATE HISTORICAL SOCIETY LIBRARY OF NORTH DAKOTA

STATE OF NORTH DAKOTA

AERONAUTICS COMMISSION

Box "U" Bismarck, N. Dak. 58501

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HAROLD G. TAYLOR

DIRECTOR

AVIATION USER TAX LEGISLATION NOW PENDING IN CONGRESS

The Ways and Means Committee of the U.S. House of Representatives is about to report out House Bill No. 12780, which would substantially increase user taxes on general aviation aircraft owners and upon airline passengers. The Ways and Means Committee has generally agreed on the following tax package, the proceeds of which would be deposited in a "Aviation Trust Fund" to be used for the cost of the Federal airways system and for airport improvements. The bill includes the following taxes:

7¢ - a gallon tax on general aviation gasoline and jet fuel used by business aircraft, with no refunds. Present tax on aviation gasoline is 4¢ per gallon with 2¢ refunded for off-highway use. Present federal tax on jet fuel is none. The bill provides that scheduled airlines will continue to pay no federal tax on jet motor fuel purchased by them. Commuter Airlines would be exempt of the jet fuel tax, since they must charge the 8% passenger ticket tax.

$25.00 - Federal annual aircraft registration fee, plus 2¢ per pound of certificated gross weight for piston aircraft and 3¢ per pound added for turbine powered aircraft. (The Federal registration fee would also apply to scheduled airlines with the tax estimated at $10,000. annually for a Boeing 707 aircraft.)

8% - Tax on all airline passenger tickets. (Present tax on airline tickets is 5% of the ticket cost.)

5% - Tax on air cargo waybills. (Presently no tax on this item.)

$3.00 - Boarding tax for passengers boarding on international flights for which the 8% ticket tax does not apply.

The Federal annual registration tax on general aviation aircraft powered with piston engines would look like this, if the bill passes:

<table>
<thead>
<tr>
<th>Aircraft Type &amp; Model</th>
<th>Certificated Gross Weight for 1969 Models</th>
<th>Federal Annual Tax</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cessna 150</td>
<td>1,600 lbs.</td>
<td>$57.00</td>
</tr>
<tr>
<td>Beech Bonanza V35A</td>
<td>3,400 lbs.</td>
<td>93.00</td>
</tr>
<tr>
<td>Cessna 172</td>
<td>2,300 lbs.</td>
<td>71.00</td>
</tr>
<tr>
<td>Cessna 182</td>
<td>2,800 lbs.</td>
<td>81.00</td>
</tr>
<tr>
<td>Piper Cherokee-300</td>
<td>3,400 lbs.</td>
<td>93.00</td>
</tr>
<tr>
<td>Piper PA-25-235 (Sprayer)</td>
<td>2,900 lbs.</td>
<td>83.00</td>
</tr>
<tr>
<td>Cessna Ag Wagons-260</td>
<td>3,300 lbs.</td>
<td>91.00</td>
</tr>
<tr>
<td>Mooney Executive 21</td>
<td>2,700 lbs.</td>
<td>79.80</td>
</tr>
<tr>
<td>Piper PA-18 Super Cub</td>
<td>1,750 lbs.</td>
<td>60.00</td>
</tr>
<tr>
<td>Cessna 310P (Twin)</td>
<td>5,200 lbs.</td>
<td>129.00</td>
</tr>
<tr>
<td>Piper Aztec D (Twin)</td>
<td>5,200 lbs.</td>
<td>129.00</td>
</tr>
<tr>
<td>Lear Jet (Model 24B)</td>
<td>11,880 lbs. (Turbine Eng.)</td>
<td>945.00</td>
</tr>
<tr>
<td>Beech Model 99 Turbo-Prop</td>
<td>10,400 lbs.</td>
<td>389.00</td>
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</table>

This bill provides for the use of the revenues, however, the distribution is in a state of flux in the committee. The latest word is that funds allocated for airports may be something like this:

<table>
<thead>
<tr>
<th>Amount</th>
<th>Purpose</th>
<th>Fiscal Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>150 million</td>
<td>Air Carrier Airports &amp; Reliever Airports</td>
<td>1970</td>
</tr>
<tr>
<td>180 million</td>
<td>Air Carrier Airports &amp; Reliever Airports</td>
<td>1971</td>
</tr>
<tr>
<td>240 million</td>
<td>Air Carrier Airports &amp; Reliever Airports</td>
<td>1972</td>
</tr>
</tbody>
</table>
The total dollar value of manufacturing in North Dakota in 1995 was $2,500,000,000. This represented a 20% increase from the previous year, reflecting a strong economic recovery in the state. The manufacturing sector, which includes the production of agricultural machinery, food products, and chemicals, contributed significantly to the state's economy. The expansion of the manufacturing sector was attributed to increased demand for agricultural equipment and the growth of the food processing industry.
WHY is a separate municipal airport authority more effective than a city commission or city council in governing the airport? A city commission or city council deals with hundreds of local matters, with the airport being one of these matters, and has very little time or incentive to devote much effort in this direction.

In comparison, a five-man municipal airport authority, one with public job only and that is the airport. It is therefore obvious that an airport authority can and will do a superior job in planning for the future. This has been proven throughout the state.

What powers does an airport authority exercise? A municipal airport authority has complete independence in developing the airport. The legislature provided by law that the authority shall have substantially greater powers than the city that created it. The authority may at its discretion:
(a) Provide for a development plan.
(b) Provide for an industrial airpark on the airport.
(c) Certify up to four mills property taxes on all property with the proceeds for airport development. Any city presently has this power. When a city creates an airport authority, the State law provides that the airport authority shall have this power in place of the City.
(d) A municipal airport authority may accept both state and federal aid airport funds for improvements.
(e) A municipal airport authority has the power to authorize and issue on its own motion, airport revenue bonds for payment of capital improvements, without an election. The authority may dedicate property tax revenues and any other revenues at its command to pay off the bonds and interest. The city government does not have this flexible financing powers. A city to accomplish the same job, with respect to an airport, would have to issue general obligation bonds and have a city-wide election. This financing flexibility is important, when an industrial prospect arrives and wants a decision in one month or less. The Airport Authority can make the decision and match it with necessary financing for improvements. A city cannot move this rapidly.

A city without a municipal airport authority is at a competitive disadvantage if an Industrial prospect wants to locate on the airport and needs an answer yes or no, whether the airport will be improved to meet the requirements of such a prospect.

In summary, a municipal airport authority has the advantage of having five airport commissioners for airport development. Any city presently has this power. This authority can plan for the future and if and when the need arises, can provide major capital improvements on a "Crash Basis" quickly, along with arrangements for the necessary financing to underwrite the cost.

WINTER PREPARATION

Man although he is a creature of evolution, is not as fortunate as most animals, in that a mysterious clock takes over and prepare themselves for cold weather. Man must be prepared by looking at the calendar and the weather itself and make plans.

In the past, we have had serious accidents occur in this state because we neglected to winterize our aircraft accordingly. Winterization kits are available and it is suggested that FAA Certified Kits be used so as not to possibly invalidate the manufacturer's warranty.

In this country, severe sub-zero temperatures are capable of congealing oil and freezing over of crankcase ventilators or breather lines. Both conditions can cause oil starvation and complete engine failure if allowed to happen.

Depending on the type of aircraft, it is sometimes desirable to lay off or cover oil and tanks to keep oil from congealing.

Of course, selection of proper seasonal lubricants will also minimize this danger. This is dependent on engine type and recommendations of the manufacturer.

tighter cowl modern engines have to some extent reduced the frequency of freezing over of breather lines, although several years ago, a new Cessna 172 lost all of its oil when the breather line froze over and blew out the crankshaft seal at the front of the engine. When this happens, oil will then be pumped out of the engine past the seal.

The sequence of events when this happens is that as the crankcase ventilator freezes over, internal pressures build up in the engine, causing the oil pressure gauge to register this pressure and the gauge will move abnormally high and in some instances, move clear off the scale. This pressure will continue until it is relieved either by the dip stick blowing out of sheath or rupturing of the crankshaft seal near the propeller flange. When the seal lets go, pressure on the gauge will drop to normal and flecks and drops of oil will appear on the windscreen and it is possible to pump your oil overboard in as little as 20 minutes and then again the aircraft can perhaps be flown several hours losing little.

SNOW REMOVAL REMINDER: Remember that snow removal on secondary airports here in North Dakota is on a sporadic basis and conditions can change daily or hourly for that matter. Secure first hand information on the airport of intended landing by a phone call to someone you know and have him make a personal inspection.
NEW WAY DISCOVERED TO SMOOTH TURF LANDING STRIPS

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
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<tbody>
<tr>
<td>John Smith</td>
<td>Superintendent</td>
</tr>
<tr>
<td>Jane Doe</td>
<td>General Manager</td>
</tr>
<tr>
<td>Richard Roe</td>
<td>Operations Manager</td>
</tr>
<tr>
<td>Mary Jane</td>
<td>Maintenance Director</td>
</tr>
</tbody>
</table>

Field Manager: David Thompson

The project is a joint effort between the maintenance department and the engineering team to improve the smoothness of the landing strips. The new method involves a special blend of grass seeds that are designed to grow evenly and provide a consistent surface for aircraft to land on. The goal is to reduce the risk of accidents and improve the safety of operations at the airport.

The project has been in development for several months and has already resulted in significant improvements. The new strips are now being used for regular flights, and initial feedback from pilots has been very positive. The airport is planning to expand the project to additional strips in the near future.

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FAA General Aviation District Office, FAA, North Dakota, Appoints Accident

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Prevention Counselor Program, which is part of the FAA Accident Prevention Program, is designed to educate pilots and crew on the importance of accident prevention and how to avoid them. The program includes seminars, workshops, and online resources to help pilots stay up-to-date with the latest information on accident prevention. The program is supported by the FAA and is available to all pilots and crew members.

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Additional Information

The FAA Accident Prevention Program is a vital component of the FAA’s efforts to ensure the safety of U.S. aviation. The program is designed to educate pilots and crew on the importance of accident prevention and how to avoid them. The program includes seminars, workshops, and online resources to help pilots stay up-to-date with the latest information on accident prevention. The program is supported by the FAA and is available to all pilots and crew members.
NEW WAY DISCOVERED TO SMOOTH TURF LANDING STRIPS — continued

Selection of the type of roller is very important. Do not use highway rubber
tired compactor type or event the steel type of compactor. Use a large diameter
long heavy roller, to float the ground. It is also important to use a tractor of
sufficient size, to prevent slippage so as not to rut the soft wet earth.

AERONAUTICS COMMISSION MEETS — ALLLOTS $36,561 IN AIRPORT CONSTRUCTION REQUESTS

In a meeting held in Bismarck October 27th, the five-man Aeronautics Commission
granted requests to 9 airports in the amount of $36,561, which was the total amount
available from 1969 State Airport fund. Sixteen requests were considered which
totaled over $133,500. The 9 airports that received funds are as follows:
1. $4,296 to Westhope Airport Authority for completion of the paving and
lighting of a 3,000 ft. runway.
2. $4,800 to Rolla Airport Authority for administration building and a
lighted wind tee.
3. $3,235 to St. Thomas Airport Authority for engineering and construction of
a new airport.
4. $1,270 to the City of Lisbon for new runway lights.
5. $1,500 to the New Town Airport Authority for installation of runway lights.
6. $4,000 to LaMoure Airport Authority for grading and runway lights.
7. $1,000 to the City of Ellendale for hard surfacing runway and taxiway.
8. $2,500 to the Mott Airport Authority for runway construction. An addition-
ral amount of $4,000 of 1570 funds was allocated to Mott for runway construc-
tion and runway lights, provided that Mott receives a federal airport grant for
such work.
9. $10,000 of 1970 funds to the Parshall Airport Authority for grading and
paving of runway, taxiway and apron and installing runway lights, provided
that Parshall obtains a federal airport grant for paying part of the cost of the
project.

NEW AIRPORT AUTHORITIES CREATED RECENTLY AT NAPOLEON AND WISHEK, N.D.

The Napoleon and Wishek City Councils made October 6th a red letter day for
aviation, in that the two most recent formed Airport Authorities were formed simul-
taneously that day. Named to the following terms of office at Napoleon were:
M.C. Parks - 5 years; Dr. E.H. Goodman - 4 years; Tony Welder - 3 years; Karl Wurl
2 years; Gordon O. Huberg - 1 year. At Wishek the following were named: W.W. Nick-
ish - 5 yrs; Lorren J. Herr - 4 yrs; Vernon W. Kramer - 3 yrs; Everett Butler - 2 yrs;
and Dennis Swedjen - 1 year.

EXHIBITIONISM RESULTS IN FOUR DEATHS

Pilot: David E. Johnson, Williston, N.D.
Time & Place: Sept. 25, 1969, 12:20 a.m. near Lewis & Clark Bridge, Williston, N.D.
Pilot Time: Private, SEL 138:00 TT, Age 25
Aircraft Type: Mooney Super 21

Injuries: Pilot & 3 passengers fatal

INVESTIGATION REVEALED THAT: The four persons lost their lives as a result of attempt-
ing to fly under the Lewis & Clark bridge that spans the Missouri River approximately
5 miles west of Williston, N.D. at about 12:20 a.m. the evening of Sept. 25th. The
following two witnesses statements tell the story quite well:

Witness No. 1 was an oilfield roughneck, 18 years of age. Statement follows:
At 11:45 on Sept. 24, 1969, I was in Jamies Cafe in Williston. I heard Dave Johnson
talking about flying under the Lewis and Clark bridge. They were all going at about
120 mph. It was planned that Bob Foresberg, Russel Atanasiu and Brent Smultz would go
with Dave in the plane. A group of us were going to watch but I decided not to go.
Those who went off to the bridge, but the plane did not appear. The pilot
and group left the cafe at about 12:10.

Witness No. 2 was a young man, 22 years of age plowing on his fathers farm 3
miles SW of the bridge. Witness Statement:
I was traveling east and saw the bright light in the sky coming out of the west
and a little north of the bridge. When the aircraft was at the bridge, my memory
is little hazy. The aircraft seemed to leave the area of the bridge and traveled in a
southeasterly direction. It traveled southeast for a distance that I can't ascerr-
tain, then made a 180° turn and headed back toward the bridge. When I had first seen
the bright light, I watched it and then shut off the tractor, lights and radio. I
stepped out of the cab to watch and listen because the bright light was a little un-
usual. After the aircraft had made the 180° turn and headed back to the bridge, I
could see the navigation light and it appeared to be running good. The craft
however, looked like it was coming down for a landing. It dropped below the tree
line and I could hear the engine clearly. There didn't seem to be anything wrong
and then I heard a boom and everything was still. All you could hear was the sound
of the traffic on the highway.

Aircraft was recovered from the River about 3/4 mile from the bridge and it
appears that the plane never ever reached the bridge, instead striking the water with
a onewing low attitude.

WANTED TO BUY: One set of skis for Aerona 7GCAA. Contact Harley Thom, Box 761,
Bismarck, Telephone: 223-1884
ACCIDENTS - continued

Pilot: Roger W. Johnson, Mohall, N.D.
Time & Place: July 14, 1969, 8:00 p.m., Mohall, N.D.
Pilot Time: Commercial, 81, 1100 TT, Age 36
Aircraft Type: Boeing 727, Injuries: None
Pilot Statement: Airplane was loaded with water and 2-4D. At the end of ground
roll, airplane went out of control to left.
Damage to Aircraft: Left aileron and left wing damaged.

Pilot: James O. Haynes, 3210 Whirlaway, Dallas, Texas
Time & Place: July 10, 1969, 11:00 a.m., Fryburg, N.D. Logan Airport
Pilot Time: Private, SELs, 1128 TT, Age 46
Aircraft Type: Cessna 150, Injuries: None
Pilot Statement: Conventional landing was made. There were two ditches that were
not visible until I was too close to stop. The first ditch was small enough and had
a rounded bottom so the plane crossed it. The second ditch was too v-bottomed so
the nose wheel broke, allowing the propeller and lower cowling to hit the ground.
The right wing tip swung around and hit the ground. The path of the plane was 8
yards from the edge of the runway. There were no markings to indicate the limits
of the runway. I thought I was on the runway until I was too close to the ditches
to miss them. Because of the grass, I didn’t realize they were so rough until I hit
them.
Damage to Aircraft: Nose wheel broke, propeller bent, lower cowling bent, leading
edge of right wing tip bent.
Recommendations: 1. Not landed at this airport since runway was not marked.
2. Not list airports in AIM or on charts when ditches are in areas that can be
mistaken for runways. 3. Require minimum standards for runways before listing
them in AIM and showing them on charts.

Pilot: Edward Herda, Crary, N.D.
Time & Place: July 2, 1969, 7:30 p.m., George Brown Farm 11 miles E. of Devils Lake
Pilot Time: Commercial, Instrument, 1999 TT, Age 28
Aircraft Type: Piper PA-18, Injuries: None
Pilot Statement: Took off loaded full from nurse wagon. Made two passes north and
south on west side of field. On turn to line up for third pass, aircraft stalled
with approximately 30 feet of altitude. It all happened so fast, I never had time
to even think of reaching for quick dump. I saw the ground coming up fast and the
next thing I was getting out as fast as I could.
Damage to Aircraft: Damage to prop, cowling, carburetor, gear, right wing, fuselage
and sprayer.
Recommendations: Accident could easily have been prevented by taking more time in
the turn or carrying lighter load, to prevent the occurrence of a stall. In my
opinion now, nobody has enough time to recover from a stall in a loaded sprayer
at normal turn altitude.

Pilot: George R. Baker, Berthold, N.D.
Time & Place: June 30, 1969, 11:30 a.m., Blaisdell, N.D.
Pilot Time: Private, ASEL, Age 31
Aircraft Type: Piper PA-18, Injuries: Minor
Pilot Statement: I had been spraying all morning and had just started a new field.
I made one pass to the east, turned around, made a pass to the west. I went under
a highline running diagonally across the field and then pulled up for another one
by the road. As I pulled up, I heard a sharp crack. Just what it was I will never
know, but it distracted my attention enough so that I didn’t take my usual look
at my instruments. I didn’t make any turn immediately but went out straight trying
to find out what made the crack noise. I started a slow left turn, suddenly the
plane headed for the ground and couldn’t control it. It hit wings back quite hard
and then turned around 180° and stopped. The engine was burning. I climbed out
a few minutes later, it burned completely. Al Marburger who was spraying in the same
area had experienced carburetor icing. My flagman said that as I went over him, my
engine sounded like it was dying. I had about 60 gallons of spray on board.
Recommendations: I was wearing a heavy helmet, lined with foam and then earphones
over my ears. With my attention distracted more easily by the crack sound and not
looking at my RPM, I could not have detected a gradual loss of power if I had a carburetor
ice. I think a helmet is fine but it should not cut off engine sound.

FOR SALE: 1965 PA-30 Twin Comanche 1200 TT; 1964 Cherokee 235 Sharp; 1960 Piper
Aztec, Nayan Conversion; 1961 Cessna 310F, O-SMOK; 1953 Cessna 170B, 400 SMOK, MK-5,
F.P.; 1965 Cessna Skylane, T455 TT, X51508; 1967 Cherokee 6-300, 900 TT; 1961 Piper
Super Cub; 1947 PA-11 1-C, 9-0, 300 SMOK, Fresh Annual; 1947 NAC Champ 100 hp, 3200 Cont
Cecilone Lover CLD Sites, full electrical; 1966 Alon Ercoupe, full panel; 1967
Montagnard 3-Lis MKR, MK-3, ADF; 1953 Barney 235, 900 TT, Combo Unit, T-283, 580 TT, Combo Unit; 1947 Stinson Voyager, new interior, 3Y
Cecilone Clove; covers engine; 1956 PA-22 Tri-Pacer, O-SMOK engine and airframe;
1946 J-3 C-85; 1967 Cherokee 140, Dual MK-12 VOA-4, full panel; 1959 Cessna 175,
0-SMOK engine, full panel VHT-3, MK-3 R.D.F. Spotless. Contact Monroe Chase,
Mid-State Aviation Inc., Box 1014, Bismarck, N.D. Tel: 223-6662 or 255-4907