

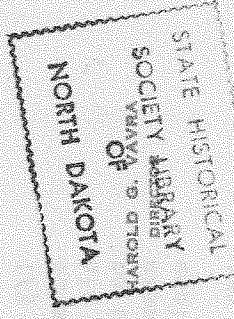
AVIATION NEWSLETTER

Vernon H. Baltzer, Editor

STATE OF NORTH DAKOTA



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June - July, 1970

AIRPORT/AIRWAYS ACT OF 1970 PASSES AIRCRAFT REGISTRATION AND INCREASED FUEL TAX ARE LAW: START 1 JULY, 1970

Under the leadership of Senator Russell B. Long, Louisiana and Congressman Wilbur Mills, Arkansas, a conference committee composed of 12 members of both chambers hammered out one of the harshest tax bill on the user pay theory to hit general aviation in a long time.

The bill passed May 21st and will become effective 1 July, 1970 and it appears that of this date, the Internal Revenue Service will be charged with the collections of the aircraft registration tax, with a very complicated system. It may be based on quarterly reports as to whether the aircraft is airworthy and flying. The IRS expects to mail out the necessary forms to each aircraft owner sometime after July 1st. The deadline for filing the return and paying the aircraft registration tax is August 31st.

At present, IRS does not know exactly when it will mail the forms to individual owners. They have announced however, that if for any reason the owner does not receive the necessary forms by August 31st, that this fact does not remove the obligation of the owner to file a return and pay the tax by August 31st of this year. The registration tax will be then collected on a quarterly basis and the use tax liability begins as soon as the aircraft uses the airspace and will be pro-rated on a monthly basis that the aircraft is flown. This is interpreted to mean that an Ag plane used only 6 months and not flown the other six months, would be taxed 6/12ths of the year levy. Details further than this are not available.

TAXES IMPOSED*

1. Use tax on all civil aircraft including aircraft owned by the airlines and all privately owned aircraft at \$25.00 plus 2¢ per pound on maximum certificated gross weight for piston aircraft and for turbine powered aircraft, the tax is 3½¢ per pound.
2. Federal tax on aviation gasoline increased from 4¢ a gallon to 7¢ per gallon with no refunds. (Presently 2¢ of the 4¢ is refundable. Under new law, no refunds).
3. Excise tax on tires and tubes used by aircraft.
4. Federal tax on jet motor fuel used by business aircraft increased from 0¢ per gallon to 7¢ per gallon.
5. No federal tax on jet motor fuel or aviation gasoline purchased by scheduled airlines or commuter airlines on a scheduled basis.
6. Increase transportation tax on airline passenger tickets from 5 to 8%, with the tax being applied to the gross passenger receipts of the airline. All tax exemptions are eliminated. Federal, state and political subdivisions will no longer be entitled to tax exemption.
7. Waybill tax of 5% on all air freight.
8. \$3.00 head tax on all passengers boarding U.S. Airlines for overseas destination.

The estimated revenue for this tax package for the year July 1, 1970 to June 30, 1971 is \$665.8 million dollars. The estimated tax yield of this package by fiscal 1980, 1.8 Billion dollars.

HOW TAX MONEY IS TO BE SPENT

1. \$250 Million Dollars per year authorized to be spent on Federal airways system including FAA flight service stations, towers and enroute navigation aids.
2. \$250 Million per year for federal-aid to airports with this divided as follows:
1/3 or \$83.3 million to be allocated to the states on area population formula.
(Same as the present program) These moneys for airline airports.

How Tax Money is to be Spent - Continued

1/3 or \$83.3 million to be allocated to cities with CAB certificated scheduled airline service with the amount allocated to each city with air service, based on the ratio of passenger enplanements at each city to the national total enplanements times \$83.3 million dollars. For example: Last year in the U.S., there were a total of about 150,000,000 enplanements on scheduled airlines in the United States.

1/3 or \$83.3 million placed in the hands of the Secretary of Transportation discretionary fund. He may allocate this amount for airports as he may determine.

All of the above funds are for airport construction on a 50-50 basis. The local sponsor puts up the 50% and the federal 50%.

No funds may be allocated for airport terminal buildings or hangars. Provisions in the law for up to 3 year contract authority for airport funds between FAA and sponsor.

3. \$30 Million per year for strictly general aviation airports of which 75% of 22.5 million will be allocated to the states for sponsors (same as present) and 25% or 7.5 million dollars will be in the hands of the Secretary of Transportation's discretionary fund for general aviation airports.

4. Planning Grants a total of \$15,000,000 per year for all states with planning both local and statewide system planning. Federal aid on this item is 66 2/3% of the cost and local sponsor 33 1/3 of the total. Not over 7.5% of the total per year may be spent in one state.

5. FAA Administration Expenses - about \$121. million dollars out of 665.8 million total or 18%. Other provisions of the law require that all new airport projects must be given a public hearing with a transcript for looking into social and environmental factors and copies of the hearing transcript to Department of Transportation, HEW, Department of Agriculture, etc.

Airports with CAB Certificated Airline Service
to Obtain FAA "Airport Operating Certificate"

This new law provides for FAA Airport Operating Certificates to be obtained by each airport with CAB certificated air service. Certificates issued subject to airport being adequately equipped for safe operations and in accordance with rules and regulations of the FAA in regard to such safety requirements.

* - WHAT WE (N.D.) CAN EXPECT BACK: It is estimated that of the \$270,000 general aviation registration and weight tax, plus fuel tax, plus \$2,640,000 airline ticket tax, collectable in North Dakota, that the State would be allotted back only 40% for airport construction on a 50% matching basis. Remember that these funds would have to be matched dollar for dollar on a local basis, and if you were to go on a users formula, you would find your local tax base has all but been evaporated by federal taxing power. Since the average local government is sorely put to match 50% on its meager tax base, perhaps the federal government should embark on a 90-10% formula such as the Bureau of Public Roads. It's a little like having a millionaire uncle tell you "Son if you can prove you have a net worth of \$500,000, I will match it with \$500,000," and this after he has beaten you to the family legacy.

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CUSTOMS

Canadian Customs at Brandon, Manitoba, Canada have new aircraft inspection hours from 9:00 a.m to 5:00 p.m. (Central Daylight) only seven days per week, effective May 1, 1970 to October 31, 1970. After October 31st, Brandon Customs will be open only five days per week for aircraft from 9:00 a.m to 5:00 p.m. and will be closed Saturdays and Sundays.

Aircraft owners wanting to clear Canadian Customs earlier or later hours may do so at any hour including Saturdays and Sundays at the International Peace Garden Airport, where Canadian Customs has a "Unicom" on 122.8 Mhz for notice.

U.S. Customs at International Peace Garden Airport has a "Unicom Radio" on 122.8 Mhz and is open at all hours for clearance back into the U.S. Pilots are advised to be certain to call U.S. Customs on "Unicom" radio to give advance notice of your arrival at the Peace Garden Airport, if returning from Canada. This must be done before landing. U.S. Customs at the Peace Garden Airport has both inside and outside dual speakers and microphones so that they can give good service on reply when you call on 122.8 Mhz.

A reminder is in order in that if you do clear U.S. Customs on Sundays or legal holidays, that clearance is no longer free as in the past. Remember this pertains to Sundays and holidays only. Week days, including Saturdays, there is no charge, depending upon if you are cleared by a Customs man or Immigration on Sundays or holidays, the cost will vary because of pay scale, as Customs allow a 1 hour per agent minimum charge, while Immigration charges 1 hrs. time of the agent. Your cost can then vary from approximately \$5.50 to \$12.00.

VALLEY CITY EXPERIMENTAL AIRCRAFT ASSOCIATION (EAA) TO HOLD BIG FLY-IN JULY 11 & 12th

EAA Chapter 317 Fly-In Chairman Flip Miller informs all that a combination Fly-In and Airshow for all Homebuilts, Antiques and everyone else is scheduled for July 12th at Valley City, N.D. A big hangar party and get together will start the festivities the evening of the 11th. The next morning a breakfast of pancakes and sausage will be served from 8:00 to 12:00 noon. A ticket for only \$1.50 will get you breakfast entrance to the airshow and other activities plus a chance to win a mini-bike.

Scheduled for the afternoon, starting from 1:00 p.m. and lasting to 4:00 p.m. will be an airshow featuring Al Pietsch and his Starduster from Minot plus sailplane soaring, radio controlled models, fly-by of homebuilts and antiques and rides by fixed base operators.

Minot EAA Chapter's open air breezy will be on hand to give rides, which in itself is quite a thrill. On this machine you sit out in the open exposed to the elements just like the Wright Bros., Glen Martin, Glen Curtiss and many others.

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MINOT'S 4TH INTERNATIONAL FLY-IN - JULY 31st, AUGUST 1, 2nd SPONSORED BY EAA CHAPTER 265

The 4th Annual International Fly-In, sponsored by EAA Chapter 265 of Minot, will be held July 31st, August 1st and 2nd at Minot, North Dakota. Festivities begin Friday evening, July 31st at the Ramada Inn with a get acquainted party for all pilots and their wives.

Saturday's activities include aerobatic competition plus a barbecue and hangar dance at the Flying "S" Ranch, five miles Southwest of the City.

The Sunday program dawn's bright and early with the hangar breakfast at Minot's International Airport, followed by a day full of fun and games.

Afternoon air show features include aerobatic performances by the featured artist, Mary Aikens of Wichita, Kansas. Mary is a past national women's aerobatic champion and precision maneuvers in her sleek Pitts Special, will provide many thrills for the viewer. Other air show artists include Al Pietsch in the Starduster. Jim McDonald flying the Citabria plus other local and regional talent.

Other thrills include cloud seeding by the Cloud Modification Service of Minot, plane rides by several F.8.0.'s, static displays of race cars, home built airplanes, aerial bombing contests, parachute jumping, spot landing contests, plus many more events.

Come one - Come all - to the 4th Annual International Fly-In in Minot,
July 31st, August 1st and 2nd.

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DISPLAY AIRCRAFT LICENSE STICKER

Aircraft owners are being placed on notice to affix and display their current North Dakota Aircraft License Stickers. A complete check will be made of all aircraft and it will eliminate a lot of embarrassment for the owner if he is currently registered, to have the sticker in the proper place. Avoid being charged for improperly displayed aircraft registrations.

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WAKE TURBULENCE TESTS CONDUCTED BY NASA, BOEING & FAA

The advent of the 747, Lockheed C-5A and other Jumbojets, has produced a series of tests conducted by NASA, Boeing and FAA. FAA has revised its thinking to some extent and amended its separation standards.

Separation standards now, for 300,000 lbs and over, classified as "Heavy Jets", are to be 5 miles or at least 1,000 ft. below or above other aircraft. Among other conclusions drawn are:

- (a) At altitude vortices do not continue to descend, but seem to descend only about 700 to 900 ft. below the altitude of the aircraft and stabilize at that altitude.
- (b) Again at altitude vortices of heavy jets, which grow to 55-65 ft. in diameter, do not spread as previously thought, but actually close in slightly and remain in trail.
- (c) The Boeing 727 - Note 727 develops greater vortices than comparable jet transports.
- (d) Most violent vortices are encountered about three miles behind the aircraft.
- (e) The roll strength of vortices from a heavier jet can cause a "dynamic force" of up to 140 feet per second.
- (f) The Boeing tests conclude that vortices dissipate and are no problem once they fall within the ground effect of about 70 feet above the surface. FAA has not confirmed this.

WAKE TURBULENCE TESTS CONDUCTED BY NASA, BOEING AND FAA - Continued

- (g) On the ground, the danger of jet blast of up to 40 knots at 1,000 feet behind the heavy jet, is greater than that of wake turbulence.
- (h) The vortices of Boeing 747 and the smaller 707 Intercontinental are similar in dynamic force.
- (i) General aviation's worst condition, facing landing light aircraft, are quartering crosswinds of approximately five knots, which can hold the upwind vortices over the runway for up to nearly 3 minutes.

There has been five wake turbulence related accidents during the last six months of which two were fatal, so beware. Use utmost discretion and caution when operating behind large jets of all types and don't let the controllers' phrase of "Caution Wake Turbulence departing jet aircraft" deteriorate into a meaningless platitude.

* * *

FIRST FATALITY OF YEAR

North Dakota has been very fortunate this past six months, in that although we have had some serious accidents in both general aviation and aerial application, we have suffered only one fatality. Friday the 19th of June, a pilot employed by Meier Spray Service of Devils Lake, crashed and burned.

PILOT: Donald E. Moore, RFD 2, Lake Koronis, Paynesville, Minnesota
TIME & PLACE: June 19th, 1970 0915, 1 mile and 3/4 mile west of Lehr, N.D.
PILOT RATING & TIME: Commercial, SEL & MEL, Inst., approximately 1,000 TT
AIRCRAFT TYPE - Piper PA-18, 135 HP
AIRCRAFT DAMAGE: Burned totally
INVESTIGATION REVEALED: The pilot had made one pass on a N-S, 20 rod wide strip of crop, starting from the north end and west side of the field. Wind at the time quartering from the SSE at 12-15 MPH. At the south end, he left the field in a standard downwind right turn and proceeded back in a left turn. From the position of the wreckage and from witnesses, it was concluded that while in the left turn, he over-shot his intended swath and tried to compensate by increasing the bank to nearly vertical. Lift in this configuration, could not sustain the aircraft in level flight and the left wing struck the ground and 45 feet further on, the aircraft impacted on its nose, shearing off the propeller, bursting into flames, then bouncing to rest 81 feet further on. The 75 gallon belly tank, which had been completely full at the start of the field, was torn loose and continued approximately 200 feet from where the wreckage came to rest. Pilot apparently was unconscious and died from flame inhalation and subsequent fire, which destroyed the aircraft completely. He remained in the seat.
CONCLUSIONS as to other causes of crash: Not enough aerial application experience and pilot vanity which caused the pilot to attempt a maneuver, which a seasoned pilot would have handled by aborting the run and making another circle.
METHODS TO PREVENT THIS TYPE OF ACCIDENT: More complete training and accepted methods to rectify initial mistakes, such as go arounds, more operating room or elbow room as known in the trade. Closer supervision by chief pilot.

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STATE AIRPORT PAYMENTS TO COUNTIES

The North Dakota Aeronautics Commission will be making airport assistance payments to the counties in the State on the first of July, 1970 in the amount of \$17,101.00 which represents the county share of aircraft and aerial crop spraying licenses, collected in 1969.

The county treasurer in each case, is required to pay the county share over to public airports in each county. Each county receives 75% of the aircraft registrations and 50% of the aerial spraying license fees collected in the county.

A total of 1,213 aircraft and 285 aerial spraying aircraft were licensed in the latest license period.

New public airports which have been built in the past 12 months should advise your county treasurer so that the public airport will be in line for part of the allocation paid to the county.

The top ten counties in the State with the county seat and number of aircraft are as follows:

County	County Seat	Number of aircraft	Total County Payments
1. Cass	Fargo	167	\$ 2,638.00
2. Ward	Minot	97	1,304.81
3. Grand Forks	Grand Forks	91	1,268.30
4. Burleigh	Bismarck	65	879.73
5. Stutsman	Jamestown	47	891.29
6. Richland	Wahpeton	48	602.30
7. Williams	Williston	45	632.82
8. Pembina	Cavalier	37	618.14
9. Ramsey	Devils Lake	34	528.17
10. Barnes	Valley City	32	436.61

THE FOLLOWING TABLE SHOWS THE TAX PACKAGE COST TO AIRCRAFT OWNERS FLYING 200 HOURS PER YEAR.

ANNUAL FIXED-COST										TOTAL		VARIABLE ANNUAL COST				ANNUAL COST PER AIRCRAFT
Gross Weight	Levy Per lb	Wt Levy Total	Yearly Regts							Fuel GPH	Annual Flt Hr	Fed Tax Per gal	US Tax Per Yr			
Piston = Single Engine																
American AA-1	@ N/cg	\$ -	+ \$25	=	\$ 25					7.5	X 200	X 7¢	=	\$ 105		
Beech A36	@ 2¢	72	+ 25	=	97					13.7	X 200	X 7¢	=	\$ 192		
Beech V35B	@ 2¢	68	+ 25	=	93					13.4	X 200	X 7¢	=	\$ 188		
Beech F33A	@ 2¢	68	+ 25	=	93					13.4	X 200	X 7¢	=	\$ 188		
Beech F33	@ 2¢	61	+ 25	=	86					11.5	X 200	X 7¢	=	\$ 161		
Beech 24R	@ 2¢	55	+ 25	=	80					9.4	X 200	X 7¢	=	\$ 132		
Beech 24A	@ 2¢	51	+ 25	=	76					9.4	X 200	X 7¢	=	\$ 132		
Beech C23A	@ N/cg	-	+ 25	=	25					8.1	X 200	X 7¢	=	\$ 113		
Beech 19B	@ N/cg	-	+ 25	=	25					7.8	X 200	X 7¢	=	\$ 109		
Bellanca Viking	@ 2¢	64	+ 25	=	89					13.5	X 200	X 7¢	=	\$ 189		
Cessna 210K	@ 2¢	76	+ 25	=	101					15.0	X 200	X 7¢	=	\$ 210		
Cessna 207	@ 2¢	76	+ 25	=	101					15.6	X 200	X 7¢	=	\$ 218		
Cessna PAU206E	@ 2¢	72	+ 25	=	97					15.7	X 200	X 7¢	=	\$ 220		
Cessna A185E	@ 2¢	67	+ 25	=	92					16.7	X 200	X 7¢	=	\$ 234		
Cessna 180H	@ 2¢	56	+ 25	=	81					12.6	X 200	X 7¢	=	\$ 176		
Cessna 182N	@ 2¢	59	+ 25	=	84					13.9	X 200	X 7¢	=	\$ 195		
Cessna 177B	@ 2¢	50	+ 25	=	75					10.3	X 200	X 7¢	=	\$ 144		
Cessna 172K	@ N/cg	-	+ 25	=	25					8.9	X 200	X 7¢	=	\$ 125		
Cessna 150K	@ N/cg	-	+ 25	=	25					5.7	X 200	X 7¢	=	\$ 80		
Champion Citabria	@ N/cg	-	+ 25	=	25					9.0	X 200	X 7¢	=	\$ 126		
Lake LA4	@ N/cg	-	+ 25	=	25					9.9	X 200	X 7¢	=	\$ 139		
Mooney M-10	@ N/cg	-	+ 25	=	25					5.3	X 200	X 7¢	=	\$ 74		
Mooney M-20C	@ 2¢	51	+ 25	=	76					10.0	X 200	X 7¢	=	\$ 140		
Mooney M-20E	@ 2¢	51	+ 25	=	76					11.2	X 200	X 7¢	=	\$ 157		
Mooney N-20G	@ 2¢	50	+ 25	=	75					10.0	X 200	X 7¢	=	\$ 140		
Mooney 22	@ 2¢	73	+ 25	=	98					18.5	X 200	X 7¢	=	\$ 259		
N.A.R. 100-180	@ N/cg	-	+ 25	=	25					10.1	X 200	X 7¢	=	\$ 141		
Piper PA24-260	@ 2¢	62	+ 25	=	87					14.1	X 200	X 7¢	=	\$ 197		
Piper PA32-300	@ 2¢	68	+ 25	=	93					16.5	X 200	X 7¢	=	\$ 231		
Piper PA32-260	@ 2¢	68	+ 25	=	93					14.3	X 200	X 7¢	=	\$ 200		
Piper PA28R-200	@ 2¢	52	+ 25	=	77					10.3	X 200	X 7¢	=	\$ 144		
Piper PA28R-180	@ 2¢	50	+ 25	=	75					10.0	X 200	X 7¢	=	\$ 140		
Piper PA28-235	@ 2¢	58	+ 25	=	83					14.0	X 200	X 7¢	=	\$ 196		
Piper PA28-180	@ N/cg	-	+ 25	=	25					9.9	X 200	X 7¢	=	\$ 139		
Piper PA28-140	@ N/cg	-	+ 25	=	25					9.0	X 200	X 7¢	=	\$ 126		
Piper PA18-150	@ N/cg	-	+ 25	=	25					8.4	X 200	X 7¢	=	\$ 118		
Piston = Single Engine, Agricultural Aircraft																
Cessna 188B-300	@ 2¢	66	+ 25	=	91					16.9	X 200	X 7¢	=	\$ 235		
Grumman G-164	@ 2¢	90	+ 25	=	115					27.5	X 200	X 7¢	=	\$ 385		
N.A.R. Thrush	@ 2¢	120	+ 25	=	145					28.9	X 200	X 7¢	=	\$ 405		
N.A.R. Quail	@ 2¢	72	+ 25	=	97					13.5	X 200	X 7¢	=	\$ 189		
Piper PA25-235	@ 2¢	58	+ 25	=	83					13.2	X 200	X 7¢	=	\$ 185		
Piston = Twin Engine																
Beech B80	@ 2¢	176	+ 25	=	201					42.5	X 250	X 7¢	=	\$ 744		
Beech 70	@ 2¢	164	+ 25	=	189					43.5	X 250	X 7¢	=	\$ 761		
Beech A65	@ 2¢	154	+ 25	=	179					36.0	X 250	X 7¢	=	\$ 630		
Beech A60	@ 2¢	134	+ 25	=	159					39.0	X 250	X 7¢	=	\$ 683		
Beech A56TC	@ 2¢	120	+ 25	=	145					39.0	X 250	X 7¢	=	\$ 683		
Beech 58	@ 2¢	108	+ 25	=	133					28.0	X 250	X 7¢	=	\$ 490		
Beech B55	@ 2¢	106	+ 25	=	131					28.0	X 250	X 7¢	=	\$ 490		
Beech B55	@ 2¢	102	+ 25	=	127					26.5	X 250	X 7¢	=	\$ 464		
Bueller 600 Aerostar	@ 2¢	110	+ 25	=	135					29.0	X 250	X 7¢	=	\$ 507		
Bueller 601 Aerostar	@ 2¢	114	+ 25	=	139					30.0	X 250	X 7¢	=	\$ 525		
Cessna 421A	@ 2¢	137	+ 25	=	162					36.7	X 250	X 7¢	=	\$ 642		
Cessna 414	@ 2¢	127	+ 25	=	152					34.0	X 250	X 7¢	=	\$ 595		
Cessna 401B & 402B	@ 2¢	126	+ 25	=	151					31.4	X 250	X 7¢	=	\$ 549		
Cessna T310Q	@ 2¢	110	+ 25	=	135					24.4	X 250	X 7¢	=	\$ 427		
Cessna 310Q	@ 2¢	106	+ 25	=	131					24.4	X 250	X 7¢	=	\$ 427		
Cessna T337E	@ 2¢	93	+ 25	=	118					23.5	X 250	X 7¢	=	\$ 411		
Cessna 337E	@ 2¢	88	+ 25	=	113					23.5	X 250	X 7¢	=	\$ 411		
NARC 680FL Courier	@ 2¢	170	+ 25	=	195					42.0	X 250	X 7¢	=	\$ 735		
NARC 500S Shrike	@ 2¢	135	+ 25	=	160					32.5	X 250	X 7¢	=	\$ 569		
Piper PA-39 TC	@ 2¢	74	+ 25	=	99					17.2	X 250	X 7¢	=	\$ 301		
Piper PA-39	@ 2¢	77	+ 25	=	97					17.2	X 250	X 7¢	=	\$ 301		
Piper PA-31	@ 2¢	130	+ 25	=	155					31.4	X 250	X 7¢	=	\$ 550		
Piper PA-23-250	@ 2¢	86	+ 25	=	111					34.0	X 250	X 7¢	=	\$ 595		

NEW FAA AIRPORT ENGINEER APPOINTED FOR NORTH DAKOTA

William Moore, Paving Specialist with Minneapolis Area Office of the FAA, will be the State Airport Engineer replacing Tom Lewis, who has resigned. Lewis resigned effective 30 June, to enter private law practice. Moore who is a qualified pilot, is better known to airport managers of the larger airports, who have had paving projects recently.

AIRPLANE SEGREGATION

How does this work? The Federal Aviation Administration started April 1, 1970 a voluntary stay-out-of-the-way procedure between the heavy turbine powered aircraft and the unknown aircraft. North Dakota has four airports where this procedure is now in operation, Bismarck, Minot, Grand Forks and Fargo. All of these locations have worked out and published, the area where exposure of turbine aircraft to unknown types is most critical.

What is this procedure? The procedure has one intention - to reduce the exposure time of the "big guy with the little guy". This is being done on a National basis, so we can expect this at all terminal areas in the country. Each terminal will have an area plotted to allow turbine aircraft to make a normal rate of descent and land. It is this area that we feel the unknown aircraft should stay out of.

How do we know what these areas are? The rule of thumb to follow is "the airspace from 5000 feet above ground and down that will allow a turbine aircraft to make a normal instrument approach." This could mean a VOR, ADF, RADAR, VECTOR, ILS, or fly an arc to the ILS, type of approach. We can picture this area as being a radius of the airport with extensions off this circle to include the airspace needed to make a instrument approach.

What distances and altitudes are involved in this procedure? A recent mid-air collision study indicated that the most hazardous mix of known and unknown aircraft occurs in terminal areas. The greatest population of aircraft is within a radius of approximately 15 miles of the airport and at altitudes up to and including 4,000 feet above the ground.

To summarize: All pilots should have an awareness that safety can be improved if the unknown aircraft will avoid these areas or become a known aircraft by calling the control tower and telling them your position. The procedure was set up for instrument approaches but can work just as well for aircraft operating VFR.

COLLISION AVOIDANCE

FAA recently completed a special study in 2,230 reported near mid-air collisions in the calendar year of 1968. Of these, about half (1,128) were classified as hazardous to flight.

A special study of 38 midair collisions in 1968 was also made. Some of the conclusions drawn were that most midair collisions (MAC) occurred during good VFR weather and during daylight hours and here is a shocker, in that 50% of the MAC in 1968 occurred at or near airports and involved aircraft with flight instructors aboard.

Flying in pairs seemed to be an area wherein the possibility of MAC's increased. In these situations, aircraft were on the same mission with each pilot aware of the others presence, yet they flew into each other. Examples of these were: A pair of ferry pilots; a pair herding horses; a pair spotting fish; a pair of aerial applicators spraying; a pair endeavoring to fly formation beyond their skill and a pair flying formation while under the influence.

Action to take to avoid collisions are to improve visual scanning, which really means keep your head and eyeballs moving and out of the cockpit and be a subscriber to the see and be seen concept. CLEARING PROCEDURES: (1) The design of the aircraft and its flight attitude of the aircraft can and often does restrict visibility of surrounding airspace, so the pilots should. Clear and scan before takeoff, make climbing turns instead of climbing straight ahead, fly to the right of radials when VFR and clear well before all turns, abnormal maneuvers or acrobatics.

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AIRPORTS & OPERATORS

Breckenridge-Wahpeton Interstate: The City Councils of both Wahpeton and Breckenridge, Minn. met in a joint session June 1st and improved an increased budget for the operation and capital improvement of the Breckenridge-Wahpeton Interstate Airport located on the N.D. side of the border. A resolution introduced by the Breckenridge Council to allot \$830.00 per month to the Airport Authority beginning July 1, 1970 to December 31, 1971 was approved as amended by both councils. The budget is prorated on the basis of population with Wahpeton assuming the large share. These two border cities are to be commended in their pioneering and foresighted action in creating and maintaining a joint airport, as well as other joint projects. Other border cities, along the Red River, could possibly do likewise.

Hazleton: A N-S 2600' X 100' landing area was graded in last fall and seeding to grass with a cover crop was completed this spring. The new N-S abuts the old E-W on the east end. The entire airport is adjacent to Hazleton on the east side.

The Airport Authority asks that the strip not be used this summer, except in case of an emergency, so as to establish a good turf.

Fort Yates: A new airport site that is more compatible with future land use has been chosen and the Standing Rock Sioux Tribe in Tribal Council Resolution No. 41-70 has established a Planning Commission and staff and has directed the Commission to proceed according to a master plan that will be accepted or rejected in the early part of July.

Mohall: The City Council of Mohall created an Airport Authority during its regular meeting June 2nd. No members have been appointed as yet. This information is from Jack Luther, the Fixed Base Operator at Mohall.

AIRPORTS & OPERATORS - Continued

Fargo: The Fargo Airport Authority recently authorized the sale of 1 million dollars in revenue bonds, which along with other funds it has, will cover its share of \$2,700,000 of airport construction and purchase of additional land.

The Authority has been advised by its engineer, Ulteig Engineers Inc., of Fargo, that the low bid of 1.42 million of Woodrich Construction Co., Hopkins, Minn. be accepted for a 12 inch concrete overlay of the N-S runway. Official awarding of the contract however, will be delayed until such time as the Federal Aviation Administration will confirm an application of \$858,000 Federal aid, that the Authority has on request.

At the present time, the Air National Guard has offered \$370,000 toward the project with a deadline of June 30th, which may possibly be extended. The entire present project is broken down as follows: 12 inch overlay 1.4 million; taxiway \$96,000; contingency allocation \$87,000; Engineering \$115,000; the additional 1 million would be allocated for land purchases in the near future. The huge 747 Boeing aircraft, should it ever be used in the future at Fargo.

Grand Forks: A \$1,250,000 project will soon be underway at Grand Forks International Airport to install a 10 inch asphalt overlay on the main N-S 6,500 ft. runway, extend that runway 850 ft. and extension of the taxiway, also the lighting of both the runway extension and taxiway extension. Previous to this, a contract had been let and work is just beginning on the construction of a parallel taxiway to serve the present 6,500 N-S runway. Cost of this project to include construction, lighting and other incidental work is \$802,500.00, so adding the two projects together, Grand Forks International will be expending over 2 million on airport improvements in 1970.

Grand Forks International Airport exemplifies the old adage that the only thing that is positive and does not change, is change itself. Here we have a case of the building of a new airport and in less than a decade, two extensions being built on the main runway and before construction of the parallel taxiway could be started, contracts were let to extend same. Northern Improvement Co., Fargo, N.D. were low bidders on both projects. The N-S runway will be closed to all traffic on or after the 18th of June, 1970. The E-W is to be used by general aviation. Some of the commercial flights will be using the Grand Forks Air Force Base which they have been doing since early spring because of breakup of the N-S.

Minot: "Rain will cost \$20,600" - This is the headline that the Minot Daily News used to announce the awarding of a contract by the Ward County Board of Commissioners to Cloud Modification Service Inc., a Minot based firm. The contract is for a weather modification program for Ward County and is to start June 15th. Cloud Modification was one of two firms offering bids for the project, the other being Brewer-Fisher Aviation, Inc. of Bowman, N.D., a firm that has also had wide experience in weather modification. Monies for the project which will be under the control of the Ward County Weather Authority, are to be derived from a three quarter mill levy to be spread during the 1970-1971 fiscal year. Although the tax money will not be available immediately, Maurice Birkholz, the owner of Cloud Modification has agreed to accept deferment of the first payment to a later date.

LaMoure: This city has just recently completed the hard surfacing of 3600' X 50' runway with connecting taxiway of 600' and a 150' X 150' ramp. The County of LaMoure did the work which consists of 2 lifts of 3" each of asphalt applied cold. Grading had been completed last fall by an independent contractor. Materials fortunately were available on the site, which kept the costs down and the LaMoure Airport Authority will be able to complete the project for approximately \$25,000. Low intensity lights will also be installed. J.Vincent Nelson, Chairman and Les Nesvig, Secretary and the balance of the Authority are to be commended on the fine work that they have accomplished.

Bowman: The Airport Authority is in the final stages of completing requirements of obstruction clearance, lighting and land acquisition in connection with a grant that was received last year. Stage two plans call for hardsurfacing at a later date.

Parshall: Earthwork is approximately 75% completed in preparation of hard surfacing of a 3200' X 60' NW-SE runway with a connecting 400' X 30' taxiway plus a 170' X 200' ramp and aircraft service and tie down area. Total costs for the project are \$62,642.40 with Lindteigen Construction Co. Inc., of Turtle Lake, N.D. as contractor.

Stanley: Bids were awarded recently to Superior Construction Co. of Bismarck, N.D. in the amount of \$61,260.00 to grade and hardsurface with asphalt a 3200' X 50' runway with a 310' X 30' connecting taxiway and a 150' X 150' ramp area. This is from word received from Morris Nelson, Chairman of the Stanley Airport Authority. The new site will be approximately 1 mile south and west of Stanley. Work on the project will start the latter part of June, 1970.

Westhope: Quilted snuggles, plastic lined that is, for your aircraft will be manufactured at Westhope, if suitable arrangements for a building can be secured.

The insulated and fitted cowlings cover plus a windshield cover, will keep your aircraft ready to go in cold weather. The cowlings cover will keep your aircraft engine warm over four hours in 30°F temperatures, it is claimed. Harry Thompson of Melita, Canada and his father expect to start production in the Bottineau plant early this summer.

Napoleon: A 2100' X 125' E-W landing area has been graded in at Napoleon and seeded to grass with a nurse crop. This area will be used until such time as finances allow the grading in of a NW-SE parallel to the Soo Line Railroad track. A gravel stockpile and a telephone line on the West end are to be lowered and a wind sock installed according to Tony Welder, the local pharmacist and aviation enthusiast. The strip is $\frac{1}{2}$ mile south of the City of Napoleon.

FOR SALE: 1968 Aero Commander Lark, 550 TTAE, MK 12, VOA-4, annualed in May; 1969 Aero Commander Darter, 375 TTAE, MK 12, VOA-4 like new; 1969 Mooney Executive, 250 TTAE, M-12, VOA-4, EGT, PC, H.P., all aircraft at reduced prices, make us an offer. Call 252-4020 or write Comet Aviation, Box 1172, Jamestown, N.D. 58401

WANTED TO BUY: 1967 Cherokee C180. Please state number of hours since SMOH and also when last annualed. State colors of aircraft. Interior should not be soiled or tore. Contact Raymond Walfrid, Wildrose, N.D. 58795

FOR SALE: 70 gallon Sorenson sprayer for Cessna 172, complete less nozzles. Contact Larry Ahmann, Box 774, Minot, N.D. 58701

FOR SALE: 1965 Comanche 260, 80 SMOH, fresh annual, MK12, ADF, KX150, very clean; 1962 Comanche 250, MK2, MK5, Piper ADF, 550 SMOH, no damage and clean; 1964 PA18 150 Deluxe Super Cub, 1150 TT; 1957 PA-18 150 Deluxe Super Cub, 100 SMOH; 1957 Cessna 172, 450 SMOH, full panel, Motorola 135 Radio; 1947 Swift 125, 180 SMOH, MK5, full panel, fresh annual; 1947 PA-12 Super Cruiser, new cover, fresh annual, MK1 Radio; 1941 J-5 Cruiser Conversion, 1190 SMOH 3 yrs old cover; 1969 Cessna 180H, 290 TT, 6-place, Float kit, full panel, Nav Com 300R; 1960 M-35 Beech, new paint, 80 SMOH, MK2, MK5, ADF Original interior, like new; 1966 Comanche 260B, 870 TT, 550 on new engine; MK12, MK3, ADF, Auto control 11 with couplers; 1953 D-35 Beech, new paint, 225 engine, conversion with Hartzel Hydraulic prop, recent annual; 1947 PA-11 C-65 Cub, all rebuilt to like new condition; 1970 Lark Commander, ferry time only, priced to move; 1966 Cherokee 180C,

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1250 TT, MK12, VOA4, Auto pilot, Electric Trim, Toe Brakes, Palm Beach Int. & Ext.
Write or call Monroe Chase, Box 1014, Bismarck, 58501, 701-223-6862 or 255-4907

FOR SALE: 1946 Funk, 1839 TT, 239 SMOH, 85 Cont. HP, Electrical system, lights, starter & generator; 1968 Aero Commander Quail Ag plane, 706 TT, 290 HP Lyc, 210 gal hopper, night lighting; 1968 Aero Commander Quail Ag plane, 316 TT, 290 Lyc HP, night lighting, 210 gal hopper; 1968 Aero Commander 100 Darter, 585 TT, 150 Lyc HP, KX-150; 1968 Mooney M20C, 955 TT, 180 HP Lyc, rot beacon; 1964 Mooney M20D, converted to retractable, 2039 TT, 180 HP Lyc, 919 SMOH, KX-150; 1970 Mooney M20C, 352 TT, 180 HP Lyc., Electric gear & flaps, Geneva Radio; 1967 Mooney M20C, 490 TT, 180 HP Lyc, Narco MK12, 160 HP Lyc, O-STOH, MK2-LFR-3 radios, new paint; 1968 Mooney M20G, 1271 TT, 180 HP Lyc, Narco MK-3; 1969 Mooney M20E, 580 TT, 200 HP fuel inj. Lyc; dual KX-150, electric gear, flaps; 1970 Mooney M20E, 40 TT, 200 HP fuel inj. Lyc. electric gear & flaps, MK-12B; 1970 Mooney M20F, 727 TT, 200 HP fuel inj. Lyc, electric gear & flaps, DME & Narco MK-12B; 1968 Mooney M20F, 970 TT, 200 hp. fuel inj. Lyc, Narco MK-3, Narco MK-12A, 3 light marker beacon; 1967 Mooney M20F, 900 TT, 200 HP fuel inj. Lyc Narco MK-12; 1968 Mooney M20F 1560 TT, 200 SMOH, 200 HP fuel inj. Lyc, Bendix transponder, Bendix GNS220 with glide slope, Narco MK-1, Narco 3 light marker beacon; 1970 Mooney Cadet, 768 TT, 90 HP Cont, King KX-160; 1970 Mooney Cadet, 307 TT, 90 HP Cont; 1964 Piper Cherokee, 235, 138 TT, Bendix ADF; 1967 Mooney M-22, 1530 TT; 1968 Mooney M-22, 1671 TT; 1964 Cessna 180, 2071 TT; 1954 Cessna 170B, 2502 TT. Contact Pietsch Flying Service, Minot International Airport, 2300 - 2nd Ave. N.W., Minot, N.D. 58701 or call 838-4092.
