CONGRESS ATTACKS U.S. SUPREME COURT DECISION ALLOWING AIRPORT SERVICE FEES

Both the House and Senate have bills before its committees to nullify the April 19th favorable decision of the U.S. Supreme Court which held that states, cities and airport authorities in the U.S. can legally levy airport service fees or "Head Taxes" upon the passengers, boarding scheduled airlines in the nation. The U.S. Supreme Court held that such head taxes or airport service fees are not unconstitutional or otherwise prohibited by federal law as long as such fees are reasonable.

House Bill H.R.14867 and Senate Bill 3611 were introduced in Congress in mid-May and are scheduled to be heard by House and Senate Committees in the early part of June this year, so fast that the ink has hardly dried on the Supreme Court decision.

Both bills declare that it shall be illegal for any State or any political subdivisions (cities) to levy or collect a tax or fee, or other charge directly or indirectly, on the carriage of persons in air transportation.

Both bills are worded so broadly that they not only ban "Head Taxes" on departing passengers, but may be interpreted to ban airport landing fees presently collected from scheduled airlines at Bismarck, Fargo, Grand Forks, Minot, Devils Lake, Jamestown and Williston. The bills may also be interpreted to ban State flight line property taxes collected by the State of North Dakota and allocated 100% to the cities with scheduled airline operations.

The final effect of these bills may be to strip all of the airline airports and the State of North Dakota of their present landing fees and flight property taxes presently assessed on scheduled airlines in North Dakota and used for airport improvements.

The North Dakota Aeronautics Commission has filed strong objections with both the House and Senate Committees hearing the bills. The Senate Subcommittee on aviation hearing S-3611 has taken unprecedented steps by prohibiting individual States, Airport or Airport Authority from testifying during the hearings. The Subcommittee has ordered a one-day hearing and will only hear national associations, which are for or against the bill.

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FAA CRITICIZED BY CONGRESS FOR HIGH LEVEL SURPLUS IN AIRPORT TRUST FUND

The rising level of surplus funds appropriated by Congress for airport and airways development, but presently not spent by FAA, was criticized this month by Congress.

The FAA is directed by Congress to expend $250 million for airport construction and $250 million annually for airway facilities under terms of the 1970 Airport-Airways Development Act.

Congress said that there will be a unspent surplus of aviation user tax monies of $271 million by July 1st this year and an estimated $590 million surplus in the trust fund by July 1, 1973.

The House appropriations committee noted that it had appropriated money for the installation of 101 instrument landing systems at the nations airports, since fiscal 1968, on which no action had been taken by FAA.

Public airport sponsors in North Dakota and in other states have asked Congress for an increase in federal matching funds on airport construction projects from 50% to 75% of the cost and 100% of the cost of installation of airport security and fire protection measures being required by FAA at all airports served by CAB certified airlines. In spite of the huge money surpluses building in the aviation trust fund, the FAA in Washington has opposed any increase in federal participation in airport matching funds with cities and airport authorities in the nation.

North Dakota and other states as well as airport sponsors, have taken the position that Congress has preempted the airport user tax base and the FAA should assume a greater percentage of the costs for airport improvements and security measures.
The Canadian Anniversary Air Show sponsored by the Provincial Government and the Canadian Department of National Defense promises to be one of the best ever. The flying show will include such greatness as Mira Slovak, the wing walking team of John Hughes and John Kazian, glider ace Scotty McCray, former team captain of the Championship Aerobatic Team Bill Barbor, Dean Engelhardt and from Minnesota, Al. Pietsch in his Starduster.

Participating in displays will be NASA, Boeing, the United States Air Force, The Canadian Air Force plus others. The Canadian Armed Forces will have over 50 aircraft involved in the show, headlined by the 9 plane Snowbird Display Team. The White Tutor jet trainers will have a precision flying team in attendance also.

The Fly-in is to start Friday the 14th and accommodations for 500 light planes have been arranged for and all pilots are cordially invited to fly-in to the Canadian Forces Base, Moose Jaw Anniversary Air Show. Admission is free to this largest one-day Air Show in North America. Confirmed reservations can be obtained by writing the Moose Jaw Chamber of Commerce, Moose Jaw, Sask. Attraction: Air Show Reservations. Advise the Chamber of your requirements and a reservation will be made for you with confirmation sent by return mail.

NOTE: As registered pilots in North Dakota, you will soon receive an Anniversary Air Show Pilots Invitation Kit with complete details. This will be mailed direct from Moose Jaw, so watch for it.

GENERAL AVIATION MANUFACTURERS ASSOCIATION TO GIVE AWAY AIRPLANE

To encourage voluntary attendance at Federal Aviation Administration accident prevention seminars and clinics, the General Aviation Manufacturers Association is sponsoring a "Safe Pilot Sweepsstakes" in which 103 prizes, topped by a $30,000 airplane, will be awarded.

The entire thrust of GAMA's Safe Pilot Program, of which the sweepsstakes is a part, is to support the FAA's accident prevention campaign by building enthusiasm and promoting pilot attendance in the agency's seminars and clinics throughout the country.

Any U.S. citizen 16 years or older, who attends a FAA Pilot Educational Seminar or Clinic between June 1, 1972 and May 31, 1973 becomes eligible for the sweepsstakes. First prize for pilot participants is the winner's choice of any well-equipped airplane with a retail value up to $30,000. Second prize is a $1,000 retail certificate redeemable at any participating Safe Pilot Program aviation dealer. One hundred third prize winners will each receive a weather-band radio.

Non-pilots who attend FAA seminars or clinics are eligible to win up to $1,500 in tuition towards a private pilot rating to be obtained through any participating Safe Pilot Program aviation dealer.

An entry card for the sweepsstakes will be given to each person attending an FAA seminar or clinic. One part of the card will be filled out and returned to the FAA Accident Prevention Specialist conducting the program. That card will be forwarded to the D.L. Blair Corporation, an independent contest administration firm engaged by GAMA to handle the sweepsstakes. A wallet-size portion of the entry card will be kept by the participant to show that he has entered the sweepsstakes.

According to the sweepsstakes rules, a person may enter more than once by attending more than one FAA seminar or clinic. One entry card is given for attendance at each meeting.

Sweepsstakes winners will be selected in random drawings by the D.L. Blair Corporation. Drawings will take place following the close of the sweepsstakes.

NO MORE SPECIAL VFR AT NIGHT UNLESS IFR RATED

Effective the 22nd of June, 1972, no special VFR in control zones at night will be authorized unless the pilot is instrument rated and the aircraft is equipped as required in Part 91.33 (d), although he, the pilot, need not file IFR according to the order issued and published in the Federal Register on May 12, 1972.

The original amendment which was published in the Federal Register the 27th of August, 1971, drew a total of 241 comments according to FAA. In the narrative supporting their action and order, FAA never did say how many commentators opposed the proposal but did say the 46 individuals who did, appeared to be responsive to an article in an aviation magazine, which assumed that the proposal meant that all special night VFR operations would be conducted as IFR operations. This assumption is erroneous says FAA, the amendment merely requires IFR capabilities of the pilot and aircraft. The new Part 91.107 reads as follows:

91.107 Special VFR Weather Minimums. (e) No person may operate an aircraft (other than a helicopter) in a control zone under the special weather minimums of this section, between sunset and sunrise (or in Alaska, when the sun is more than 6 degrees below the horizon) unless: (1) That person meets the applicable requirements for instrument flight under Part 61 of this chapter; and (2) The aircraft is equipped as required in 91.33 (d),

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Rules for Student Pilots

Names and register the completed form to the City auditor.

The resolutions can be activated by writing the PTA, or by completing the form below, until the auditor receives the completed form.

We suggest that all pilots take the pilot’s knowledge test. It can be completed online.

To receive a (private) license, an application must be filled in. The license is issued for one year for airport purposes. The amount not used will be reimbursed on the agreement of the authority. The laws and regulations are already in place, and this need of a license is very important.

Airport Authority will levy to city authorities for inclusion on the property.

From the basis of the other location to the airport, selected for the cost recovery in moving the property.

Examples in the table below. An example of the airport authorities’ members and citizens making it possible to move the property. The airport authorities have made an agreement to the airport.

After the 1000 feet, the property authority will levy to city authorities for inclusion on the property.

AIRPORT SUPPLY PROGRAM PROVIDE SUCCESS
A comment often heard after an aerial applicator accident or for that matter in other accidents is "I had full power on but the plane just would not climb." Discussion of the possible contributing factors follows:

All pilots have come face to face with the situation commonly referred to as operating on the "back side of the power curve." This is also referred to as the "region of reversed command." Flight at minimum controllable airspeed is an excellent example of operation in this flight regime. Stated simply, the "region of reversed command" is one in which a reduction in airspeed brings about a need for increased power if altitude is to be maintained. There is no intent to imply that operation within this region is undesirable. However, such operation should not be conducted only with full awareness of the potential problems associated with low altitude, slow airspeed flight.

On the chart showing power available (PA) and power required (PR) curves, the "region of reversed command" or "back side of the power curve" is the shaded area at the left of the vertical line through the low point on the power required curve.

*NOTE: AIRSPEED AND ANGLE OF ATTACK VALUES SHOWN ARE MERELY EXAMPLES.

Operation in the shaded area can occur during a swath run, a pull-up at the end of a run or on turn around. It is the product of low airspeed and high power settings which result in a high angle of attack. There are two ways out of the situation - by increasing power or by increasing airspeed. If possible, the combined use of both will be the best remedy.

If, through carelessness or complacency, the pilot permits the speed to get too low while on a swath run, he will have to add power just to maintain level flight. This can lead to his starting a pull-up with little or no additional power available and little airspeed to convert to altitude. Raising the nose increases the angle of attack and drag. Without additional power available for acceleration, there will be no means of obtaining the performance necessary to clear obstacles.

The unwary pilot may set up the same problem when turning around for the next run. A pull-up at high power setting and low airspeed with a time saving, steep bank throw in will bring about operation in the region of reversed command and, possibly, altitude loss or stall. Shallowing the bank is one corrective measure. Altitude, if available, provides a second way out when it is sacrificed to gain airspeed.

Additional factors which may lead a pilot into power curve problems include up slope swath run, down wash over tree rows and gusty wind.

Stalls are another problem closely associated with operation in the "region of reversed command." Since the angle of attack is already high, a stall can occur at pull-up, during the turn or at level off for the swath run. Tight pull-ups at the beginning or end of a run may permit maximum crop coverage in spite of obstructions at the edge of the field, but the "G" loads induced cause an increase in stall speed and the amount is unpredictable. Stall speed increases as the square root of the "G" load. A 1.4 "G" pull-up results in a stall speed 1.2 times the normal, unaccelerated stall speed. A constant altitude turn with 45° bank also produces 1.46.

CONCLUSION: In no other flying situation is the association of region of reversed command and stall as intolerant of mishandling as in the low altitude, maximum performance operations typical of aerial application. Many factors involved are high or near maximum such as gross weight, "G" load, power setting and angle of attack.
FOR SALE: 1964 Comanche 400, 1850 TT, 900 on factory new engine, 15 ft. 3, 2 MK 12's, 360/90, ADF, T-12, Three axis auto pilot, remote compass, King M-AME, King 75 Transponder, three light beacon, fresh license all A's complete, no damage, $19,750. 1968 Skyhawk, 535 TT, MK12A, VOA-4, new license, double strip, $10,500. 1966 Cessna 210 1075 TT, Nav Com 300-360 remote, 300 ADF, $16,450. 1969 Cherokee 140-4, 1450 TT, MK12, VOA-40, cruise package, executive group $8,450. 1969 Cessna 150 Traveler 1600 TT, 100 SMOH, Nav Com 300-90 Remote, Fresh license $6,250. 1964 Super 21 Mooney, 20 SMOH, MK-12, VOA-4, 3-year paint, $9,950. 1969 Cessna 150 Traveler, 1700 TT, 200 SMOH, Nav Com 300-90 remote, $6,200.00. We are buyers for clean used aircraft. Contact Mid-State Aviation, Bismarck, N.D. 58501 701-223-6362, After hours 223-3368.

HETTINGER TO HAVE AIR SHOW AND OTHER EVENTS JULY 4TH

Hettinger Airport boosters have scheduled an air show for the 4th of July. Appearing with his Starduster will be Alfred Pletsch of Minot. Pletsch is recognized as one of the better acrobatic pilots in the State, having appeared in many airport dedications and shows, as well as in Canada at national events. Show time will be at 1:30 MST and there will be static displays, as well as a team of Parachute Jumpers from the Black Hills Parachute Club. Among the static displays will be weather modification equipment owned by Weather Modification Inc, from Bowman, N.D. A fireworks display is also scheduled as well as a hangar dance at the airport that evening to conclude the festivities of the day.

J.B. Lindquist, manager of the Municipal Airport with the backing of the Hettinger Airport Authority and CAP has kept this a very aviation minded community and aeronautical activity has been kept at a high level.

AIRPORT PROJECTS:

NOTE: This is the southwest central part of N.D. has started construction of a WWN-ESE 3700' X 120' turf landing area. Included in the project will be a wind cone and segmented circle, also aircraft tie downs. The work will be completed within approximately 30 days, although the area will not be open for landing aircraft until grass is established.

BOWMAN: The Bowman Airport Authority is contemplating the paving of a 4,000' X 60' WWN-ESE runway with a connecting taxiway to a 150' X 200' ramp, as well as the airport entrance road. Since this is quite an extensive project and while it is felt that the entire area surrounding Bowman benefits from the airport, means are being explored to create a County-wide Airport Authority. County Airport Authorities are the most efficient way to build and operate airports and Bowman is to be congratulated along with Golden Valley and Sioux County, who have already formed County-wide Airport Authorities.

HETTINGER: The Hettinger Airport Authority recently voted to apply for Federal and State Aid in a project to resurface 3,500' X 60' plus a connecting taxiway to a 150' X 150' ramp area. Plans also will call for an equipment building and the additional purchase or securing of a avigation easement of clear zones for the protection of approaches to the airport.

PARK RIVER: This progressive City in Walsh County has formed an Airport Authority who in turn have voted to proceed on an airport project. Plans are to purchase land for the airport proper, as well as to secure the necessary easements or purchase of clear zones for the approaches. If plans materialize, they call for the grading and hardsurfacing of a WWN-ESE 3500' X 60' runway, with connecting taxiways to a 150' X 150' ramp. Chairman Harvey Loftsgard together with the following Authority Commissioners Burnell Troftgruben; Harry Larson; David Ford and William Shkjerven have decided to secure 50% Federal participation as well as ask for a State Grant from the Aeronautics Commission.

LINTON: The Linton Municipal Airport Authority comprised of Arthur Rudy, Chairman; Jim Marek, Joe Vetter, Leo Kramer and Dallas Job, members have decided that improvements are needed at the Linton Municipal Airport and accordingly have made an application for 50% Federal Aid for a State Grant to make the improvements. Plans call for grading and hardsurfacing of a WWN-ESE 3100' X 60' runway, a 30' X 225' taxiway and 150' X 150' ramp, also segmented circle, wind cone and aircraft tie downs. Target date for completion will be fall of 1973.

BEACH: The Golden Valley County Airport Authority has started the engineering for a County Airport to be built approximately 2 miles east of Beach, N.D., with completion scheduled for summer of 1973. The makeup of the five-man County Airport Authority consists of Alvin Aldler, Beach, Chairman; Allen Eker, Rural; Clayton Bartz, Beach; Roland Remolongo, Rural, and A.W. Uechert of Beach. Federal participation in the amounts of 50% and a State Grant have been requested by the Authority for a project to construct a asphalt surfaced runway 3400' X 60' with a 150' X 150' ramp and connecting taxiway of 300' X 30', also to pave the access road of 850' X 24', purchase land and secure the clear zones, either by outright purchase or avigation easement. Golden Valley Airport Authority will be the First County Authority that will be constructing and operating an airport.