AIRPORT AID HIKE BILL GETS PRESIDENTIAL VETO

President Nixon vetoed Senate Bill 3755, which would have increased federal matching funds from 50 to 75% of construction costs of both airline and general aviation airports. The bill also increased FAA participation in airport certification equipment from 50 to 82%

The bill would have banned airline passenger boarding fees or "Head Taxes". With the bill dead, this means that airline airports may legally enact passenger "Head Taxes", if local laws and state laws permit such action.

The veto was a great disappointment to many airports in North Dakota, which were holding up FAA airport project applications until the bill met its death.

Since Congress adjourned before the President's veto, the bill now is dead. To revive it, would mean starting all over in committees, in both the House and Senate of the Congress.

The veto recommendation to the President came from John Volpe, Secretary of the Department of Transportation. Volpe wrote the President that with the exception of some possible benefit to smaller airports, there is no substantial arguments in favor of increasing federal funding and federal share in the bill.

Volpe said that changes in the federal share of airport construction should be delayed until completion of the "The Airport- Aid Cost Allocation Study" and the National Advisory Commission's report, both of which should be available in mid 1973. Volpe said that these two studies, which were ordered by Congress, will deal with some of the issues involved in the bill.

Cost Allocation Study

The cost allocation study deals with what percentage of the total cost of the airport-always system should be paid by the users of the system. This study will project what share of the total aviation user taxes should be paid by airline passengers, general aviation users and the military. The U.S. Department of Transportation is making the study.

Preliminary results of this study claim that the airlines, their passengers, general aviation aircraft owners and operators and the military are getting user benefits out of the nation's airport-always system, costing $7.3 BILLION dollars annually.

The study also claims that the airlines and their passengers are getting user benefits somewhere between 30 and 59% of the total system costs; that "General Aviation" as a group is getting user benefits ranging between 20 and 45% of the total costs and military users benefits between 11 and 31% of the total.

The study claims that "General Aviation" users are presently paying only 9% of the total costs of the system in taxes, while the minimum target for General Aviation is 20%.

Here is where the shock comes in. If General Aviation users were required to pay 20% of the nation's airport-always costs, which is the minimum level called for by the study, then aviation fuel taxes on general aviation aircraft would have to be increased from 7½ per gallon federal tax to about 20 cents per gallon on the federal level. Such a tax would be a disaster to "General Aviation" and its future.

It now appears that any new bill in the next session of Congress facing federal aid to airports will generate considerable controversy between aviation user groups, if the allocation of user benefits becomes involved, which may mean large federal tax increases to one user group or the other.

ANNUAL FLIGHT INSTRUCTOR REFRESHER AND CERTIFICATION SEMINAR TO BE HELD DECEMBER 12, 13 AND 14, 1972 AT UND LECTURE BOWL, GRAND FORKS, ND.

The Annual Flight Instructor Refresher Seminar sponsored jointly by the North Dakota Aeronautic Commission, The University of North Dakota Aviation Department and with the cooperation and valuable assistance of the FAA Flight Academy and GAAO #4 will be held December 12, 13 and 14th in the UND Lecture Bowl. Assisting in the registration and arrangements will be the UND Flying Club.

Registration will begin Monday afternoon at 4:00 and continue to 6:00 P.M. with a social hour following.
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Due to a new airport site near Kent, the Federal Aviation Administration (FAA) has decided to reorganize the FAA’s airport facilities system. The new system, known as the National Integration System (NIS), will be implemented over the next few years. The NIS will integrate all FAA airport facilities into a single, computerized system, improving efficiency and reducing costs. The system will also provide better data for airport planning and development.

North Dakota AFAH LAB CAMRA FEC FLAP ORGAN

*****

The FAA is currently working with North Dakota AFAH LAB CAMRA FEC FLAP ORGAN to develop a new, more efficient system for managing airport facilities. The new system will be able to handle a much larger volume of data and will be more user-friendly. The FAA is also considering the use of new technologies, such as drones, to inspect and maintain airport facilities.

*****

A new FAA program, called the Airport Infrastructure Grant Program, will provide financial assistance to airports in the United States. The program is designed to help airports upgrade and modernize their facilities. The FAA has allocated a total of $300 million for the program, which will be distributed among airports based on their needs and priorities. The program is expected to be a significant boost for the aviation industry in the United States.
The FAA General Aviation District Office, Fargo, N.D. is currently accepting applications from Aviation Mechanics, who have made a contribution to air safety by improved maintenance practices; or the suggestion of a design or improvement to an aircraft or powerplant or any of its components that led to or resulted in increased reliability or safety in aviation. Also applications may be submitted by or for a mechanic who has consistently demonstrated a high level of professionalism and excellence in the performance of his duties as an aviation mechanic and resulted in increased reliability or safety in aviation.

Eligible aviation mechanics may submit their own entry forms. In addition supervisors or other knowledgeable person may submit an entry form for an eligible aviation mechanic.

Entries should be made on FAA Form 1210-1 entitled: Entry Form - Aviation Mechanic Award. These forms may be obtained by writing and requesting copies from the FAA General Aviation District Office, Box 2128, Fargo, North Dakota 58102.

The FAA, Fargo Office, will accept entries in the aviation mechanic award program until December 31, 1972. The winner of the state award competition will be selected in January, 1973.

The state award to the mechanic winning the competition, will be an FAA Certificate inscribed by the Department of Transportation and citation signed by the FAA Administrator. The North Dakota winner will be offered a resident maintenance training course of their choice (tuition free) at the FAA Academy in Oklahoma City. The North Dakota Aeronautics Commission also will award the winning mechanic an entitlement up to $250.00 travel and living expenses, while attending such a training course.

Every active mechanic has surely made valuable safety contributions, but many may not have realized their importance.

Aircraft owners and operators are sincerely invited to submit an entry form for a maintenance technician that has done an outstanding job of maintaining aircraft or solving some maintenance problem. Also electronic maintenance technicians are equally eligible.

Phillip Miller, Valley City, President and General Manager of General Air Service, Inc., and owner of Flip's Avionics, an FAA approved aircraft radio repair station, winner of last years Aviation Mechanic Award, has accepted the award of free tuition to FAA Academy School at Oklahoma City, Oklahoma and the $250.00 living and traveling expense allowance granted by the North Dakota State Aeronautics Commission. Miller plans to attend a three-week school at the FAA Academy starting on November 27th in the class on "Pulse Techniques and Airborne Radar Systems".

STATE AIRPORT GRANT CHECKS ISSUED

State Airport Grant checks have been presented to the following Municipal Airport Authorities for assistance in constructing general aviation airport improvements:

1. Bottineau Airport Authority - $5,000 for assistance in paying part of the costs of bituminous paving of a 2,800 X 50 ft. runway, taxiways and apron.

2. Oakes Airport Authority - $1,055. for 50% of the cost of installing runway lights along a 3,200 ft. runway and beacon.

3. Tioga Airport Authority - $10,000. for assistance in bituminous overlay paving of a 3,400 X 60 ft. runway, taxiway and apron and runway painting.

4. Mott Airport Authority - $1,769. (Check being processed) for assistance in paying part of the costs of constructing a new 4,250 ft. X 120 ft. turf runway. All of the above projects were completed in 1972.

TOWER AND FLIGHT SERVICE STATIONS WITH FREQUENCY CHANGES IN NORTH DAKOTA PRESENTLY EFFECTIVE

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FARGO TOWER - 118.6 (Receive and Transmit) Enroute Airport Advisory

BISMARCK FSS --- 122.2 123.6

GRAND FORKS FSS --- 122.2 123.6 Simplex (Receive & Transmit)

JAMESTOWN FSS --- 122.2 123.6

MINOT FSS --- 122.2 123.6

DICKINSON FSS --- 122.2 123.6

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NORTH DAKOTA AVIATION ASSOCIATION ANNUAL CONVENTION JANUARY 18, 19 & 20TH, 1973

It being a legislative year, Bismarck was again chosen as convention site for the 1973 NDAAA annual convention. Registration will start at 10:00 a.m. on Thursday the 18th at the Holiday Inn, with the ever-popular poolside party and mixer that evening. Although the date conflicts with the Minnesota Aviation Trades Association annual meeting, it was impossible to change, because of being locked in on Convention site availability. Governor elect Arthur Link will be asked to make the annual Mechanics Safety Award. The public is invited to attend the annual banquet, according to Darrol Schroeder, Davenport, President.
SEVENTEEN PILOTS ELECTED TO THE NORTH DAKOTA LEGISLATURE ON NOVEMBER 7TH

At least 17 pilots were elected to the North Dakota Legislature on November 7th. The majority of these legislators elected are active pilots. A few are not now active, but hold a pilot's license.

Legislative District | State House of Representatives
--- | ---
1 | Charles Scofield, Williston (Part of Williams County)
1 | Dean Winkler, Williston (Part of Williams County)
3 | Richard Backes, Glenburn (Renville and part of Ward County)
3 | Roy Rued, Minot (Part of Ward County)
5 | Michael Timm, Minot (Part of Ward County)
7 | Robert D. Hartl, Rugby (Pierce and part of McHenry County)
12 | Byron Langley, Warwick (Benson and Eddy Counties)
18 | Charles Orange, Grand Forks (Part of Grand Forks County)
19 | Oden Gunderson, Jr., McCanna (Part of Grand Forks County)
20 | Malcom Tweten, Buxton (Traill and part of Cass County)
21 | Charles Herman, Fargo (Part of Cass County)
22 | Floyd Poyzer, Amenta (Part of Cass County)
26 | LeRoy Erickson, Delamar (Dickey and Sargent Counties)
27 | Lawrence Dick, Englevale (Ransom and Part of Richland County)
29 | Robert Reimers, Melville (Stutsman County)
29 | Duane Rau, Medina (Stutsman County)

State Senate
3 | Lee Christensen, Kenmare (Renville and part of Ward County)
25 | Russell T. Thane, Wahpeton (Part of Richland County) Elected in 1970

Representative elect Duane Rau, Medina is President of the North Dakota Flying Farmers Association. Other members of the Flying Farmers include Rep. elect Malcolm Tweten, Buxton; Floyd Poyzer, Amenta; LeRoy Erickson, Delamar; Robert Reimers, Melville and Oden Gunderson, Jr., McCanna, N.D.

*NORTH DAKOTA AIRCRAFT REGISTRATIONS AT ALL-TIME HIGH IN 1972*

Up until mid-November, 1972, a total of 1,229 general aviation aircraft registrations have been issued by the State Aeronautics Commission, which is an all-time high compared with 858 ten years ago, an increase of 55% in the ten-year period. The 1972 total divides into 962 aircraft used for transportation and 267 specialized aircraft used in aerial agriculture.

PILOT FLIGHT SAFETY CLINICS SCHEDULED THROUGHOUT STATE

Pilot Flight Safety Clinics are being held throughout North Dakota, conducted by Harold E. Olson, Director of Safety Programs for the Federal Aviation Administration, Fargo District Office.

The Clinics will be held from 7:00 p.m. to 9:30 p.m. Fridays and 9:00 a.m. to 4:30 p.m. on Saturdays at each location scheduled. There is no admission charge. Subjects to be covered include: Aerodynamics; Aircraft icing; Flight Planning; Mountain Flying; Radio Communications; Vertigo and Disorientation; FAA Regulations; Pilot Brieifing; Meteorology; Aircraft Accidents and Aeronautical.

Clinics have already been held in October and early November at Williston and Dickinson. Here are the locations and dates for additional clinics:

<table>
<thead>
<tr>
<th>City</th>
<th>Dates</th>
<th>Location of Clinic</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fargo</td>
<td>Nov. 24, 25</td>
<td>NDSU Memorial Union Ballroom</td>
<td>Friday - 7:00 to 9:30 p.m.</td>
</tr>
<tr>
<td>Bismarck</td>
<td>Jan. 12, 13</td>
<td>N.D. State Highway Bldg. (West entrance, just east of Capitol Building)</td>
<td>Same as above</td>
</tr>
<tr>
<td>Grand Forks</td>
<td>Jan. 26, 27</td>
<td>University of North Dakota University Center Bldg.</td>
<td>Same as above</td>
</tr>
<tr>
<td>Wahpeton</td>
<td>Feb. 9, 10</td>
<td>Wahpeton State School of Science</td>
<td>Same as above</td>
</tr>
<tr>
<td>Minot</td>
<td>Feb. 23, 24</td>
<td>Place to be announced in coming issue</td>
<td>Same as above</td>
</tr>
<tr>
<td>Grafton</td>
<td>Mar. 9, 10</td>
<td>Place to be announced in coming issue</td>
<td>Same as above</td>
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<tr>
<td>Jamestown</td>
<td>Mar. 23, 24</td>
<td>Place to be announced in coming issue</td>
<td>Same as above</td>
</tr>
<tr>
<td>Devils Lake</td>
<td>Apr. 6, 7</td>
<td>Place to be announced in coming issue</td>
<td>Same as above</td>
</tr>
<tr>
<td>Fargo</td>
<td>Apr. 20, 21</td>
<td>NDSU Memorial Union Ballroom (Instrument &amp; Multiengine rating)</td>
<td>Same as above</td>
</tr>
</tbody>
</table>

Interested persons are encouraged to bring the family. Also REGISTER FOR THE GENERAL AVIATION MANUFACTURERS ASSOCIATION SAFE PILOT AWARD PROGRAM, which includes a $30,000 airplane, if you are the LUCKY WINNER.
ACCIDENTS:

Pilot: Gerald M. Williams, Richfield, Minnesota
Time & Place: September 23, 1972, 2015 P.M., 6 miles west of Lawton, N.D.
Pilot Time: Private, ASEL, 73 TT, Age 32
AirCraft & Damage: Piper PA-28R, Aircraft Total Loss
Injuries: Fatal to pilot and passenger
Investigation Revealed: Mr. Williams was dispatched on 9-21-72. He returned to
Flying Cloud Airport the morning of 9-22-72 but did not turn the aircraft in, stating
he was departing for North Dakota in a few hours. He left Flying Cloud early 9-23-72.

Pilot: Ann K. Hunt, Cavalier, N.D.
Time & Place: Oct. 13, 1972, 3:20 p.m., Cavalier Airport
Pilot Time: Student, 20 TT, Age 34
AirCraft & Damage: Cessna 150, propeller damaged, nose wheel mounting broken,
together with engine mount, firewall dented, substantial damage to underneath structure
adjacent to firewall.

Pilot Statement: Previous to this day, I had two hours of solo time, all spent in the
traffic pattern shooting landings, under near ideal conditions. In preparation for
cross country work, we had started working on slight crosswind and stronger wind
landings. The wind this day was stronger than I was used to, but I made 3 satisfactory
landings dual and 3 satisfactory landings solo. On my next (last) landing, was
lined up OK with runway, but had some trouble with smooth glide, due to wind and was
using some power 1500 to 1600 RPM, then thought glide was OK and cut back throttle,
noted airspeed 65, but then was suddenly down low bit sooner than anticipated. Here
I should have added power, heard no stall warning: thought could land OK at end of
runway, but did not get enough flare out. Nose wheel plus other two wheels appear
to have touched in beyond threshold lines and just before asphalt (landing still felt
normal, with no strong jolt or bounce). Then aircraft slid to rest on collapsed nose
gear. Shut off switches and got out of plane as help arrived.

Pilot Recommendation: As owner & Instructor, I could have stopped the flight before the
last landing, as the wind had increased somewhat.

Preliminary Report:
Pilot: Freddie Mutschler, Age 41, Wimbledon, N.D.
Time & Place: November 11, 1972, Late Saturday night about 45 miles north of Globe,
Arizona on the Fort Apache Indian Reservation near Senora Lake.
Accident Site: About 95 miles NE of Phoenix, Arizona.
Sheriff's Report: According to Gila County Sheriff's Office in Globe, Arizona,
Mutschler, the pilot, force landed the twin engine Cessna 310 in a mountain meadow
near U.S. Highway 60. Officials believe the forced landing was caused by severe
icing on the aircraft's wings. The three were enroute from North Dakota to Phoenix,
Arizona, when the Cessna 310 they were flying was caught in a severe winter snow
storm with heavy icing in the clouds. Terrain in this general area varies from
4,400 to 8,500 ft. above sea level.

Local officers said that Freddie Mutschler's clothing caught on fire after he
brought the aircraft down. Mutschler's wife extinguished the flames. According to
local officials, Freddie Mutschler sustained burns on his face, but is reported un-
hospitalized and in good condition. The three, except for Mutschler's minor facial
burns were reported uninjured in the crash, as far as is known.
Sheriff's deputies reported that the three made their way from the crash site to
U.S. Highway 60, where they were picked up by a passing automobile and driven to the
Sheriff's office at Globe, Arizona.

Mutschler holds a commercial pilots license, instrument rating, both SE and MEL
and has over 4,000 hours total flying time. Freddie has also piloted commercial aerial
appricator aircraft during the past five years. The Mutschler's operate a 3,000
acre farm located 17 miles NE of Jamestown, N.D. The Mutschler's are members of the
N.D. Flying Farmers Association.

COMMANDER AVIATION CORP. BISMARCK, TAKE DELIVERY OF NEW AERO COMMANDER 112

Taking delivery recently of the forerunner of a newly designed family of aircraft,
Commander Aviation Corp. of Bismarck became an active authorized dealer, when they
accepted an Aero Commander Super Sport 112. The aircraft has two doors and the 200
Lycoming engine has a balanced crankshaft. The cabin is large, having leg room, found
only in some twins. A novel innovation is the non-siphoning gas caps which will pre-
vent fuel from siphoning off, in the event of a gas cap being inadvertently left off.