

AVIATION NEWSLETTER

NORTH DAKOTA NORTH DEPOSITORY STATE DOCUMENT

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MARCH - APRIL, 1973

CONGRESS TO ASSESS COSTS OF BURGEONING BUREAUCRACY

Editors Note: We have tackled the foregoing title on the following article written by Jack K. Daniels, a member of the North Dakota Aeronautics Commission.

Mr. Daniels chaired a meeting at the annual National Air Taxi Conference recently in Washington, D.C.

It has become my duty to report to you on the upcoming cost allocation study report that will be submitted to the Congress within the next sixty days. The motivation behind the study comes from a paragraph in the Airports and Airways Development Act of 1970. That ill-fated paragraph set into motion a series of events that brought on a study by the economists of the Department of Transportation that has gained enough knowledge into 19 separate working papers, to completely eliminate what we know as General Aviation.

By a simple addition to the 1970 Act, the Senate Aviation Subcommittee has set into motion a study that charges the aviation industry with airports and airways system costs ranging from \$1,298,000.00 in 1966 to projected costs of \$2,363,000.00 in 1975.

These costs cover everything from the enforcement of safety regulations at \$109 million in 1971 down through the costs of the Department of Defense, NASA research, the National Weather Service, Coast Guard, Civil Aeronautics Board and National Transportation Safety Board. Using 1971 dollars, the costs to be recovered amount to \$1,714,000.00.

The major costs are in the area of operations and maintenance within the FAA, which amounts to \$1,513 billion. Of this amount, Terminal Control amounts to \$354 million and \$492 million covers the cost of Enroute Traffic Control, while \$328 million is the cost of support services, a catch all.

In making the study, Dr. Samuel Eastman, who headed up the DOT study group, used nine different methods to determine the various cost allocations. Out of all nine of these methods, General Aviation is charged from a high of 56% to a low of 20.5%.

Using the numbers developed by Mr. Eastman and Company, we find general aviation charged with a minimum of \$332 million and the air carriers with costs of some \$705 million, the military have been pegged with the balance.

Toward these charges, General Aviation has made a gross contribution of some \$63 million. It is easy to see from all this, that we are some millions short.

Along with all the costs, cost bases, methodologies, interpretations and other economic jargon that goes into such a program, the study group has been asked to produce ways and means of recovering the allocated costs from each segment of the industry. That is Air Carrier and General Aviation.

For once we have a friend in our Big Brothers. The air carrier group is as much afraid of the outcome as general aviation. If they are forced to accept the allocated costs of the study, they are faced with a 2-3% raise in the passenger ticket tax. Along with this, it seems the government will not preclude the collection of head or boarding taxes.

Inside information has it that the White House will veto or impound any additional funds that Congress may vote into the Airport Programs as a trade off for head taxes. This put the air carrier in a position of losing passengers back to the highway.

The alphabet group of general aviation in its attempt to provide a unified front in countering the cost allocation study, has spent \$52,000.00 to hire an outside consulting firm to produce an answer. About all that was gained from the study was the knowledge that the business aviation group needed more of the system than other groups and just about split the general aviation groups on ways to cope with the outcome.

Fortunately, the General Aviation Associations Committee (GENAVAC) made up of the elected officers of all the national aviation organizations began to see the light and have agreed to unite with themselves and the air carrier industry in forming a method of combating the outcome of the study.

CONGRESS TO ASSESS COSTS OF BURGEONING BUREAUCRACY - continued

Some of the ideas that are coming to the surface are knocking out the many costs included in the cost base, modification of the grossly over-stated costs fed into the study by the FAA, development of a sizable public benefit, and

Disclaiming many of the allocated costs, based on the use of the system simply because the system is there. We must also make Congress aware that recovery of the allocated costs, as they now stand, would tax a \$3 billion a year industry with an additional 11% of its worth.

No other industry in the U.S. is faced with a tax that amounts to 12-13% of its worth annually. It would seem to me that we had best pursue a unity of purpose with all members of the aviation community. Hit and miss bitching at this time will do no more than irritate the Congress. Senator Cannon has indicated that he will not let general aviation be sold down the river. Within the limits of his ability in the Senate, I can honestly say we have a friend. It is those in our midst whom do not share our interests or concerns, who may very subtly slip some legislation into the hopper in the waning days of the 93rd Congress and we will wake up some morning with a fuel tax of 20 cents per gallon or registration fees of \$100.00 or \$200.00 or \$2,000. per year.

Now that we have covered the cost allocation study and ways of coping with same, it is my opinion that the White House will accept the study and all its pyramid of information will be set on the back burner to simmer through 1973. In the mean time, we can look for the administration to force the FAA to bring out its 1965 Notice of Proposed Rule Making and follow the Federal Communications Commission in charging whatever it feels it can, for every single piece of paper we all must carry, in order for us to pursue our chosen field of endeavor or way of moving about the country.

My answer! If indeed there is no public benefit to any of the things the FAA is doing for the aviation industry, that is certificating, airports, pilots, aircraft, airways, mechanics, flight schools and such other efforts, there is doubt why we need 52,000 FAA people and a 2.127 billion budget for fiscal 1973-1974.

If there is no need for the commerce of aviation, the benefit of fast, safe flexible transportation, the adhesive which binds together the social, political and economic well-being of all the people, then we indeed do not need any of the FAA or its attendant \$2 billion plus budget.

The air carriers can provide all their needs. They already have people at each city they serve. If they fail to provide safe, dependable, fast, flexible air service, they lose their customers and go out of business just like any taxi cab company.

The manufacturers can build and produce aircraft just like Maytag produces washers. Failure to produce good, safe, fast, reliable aircraft would soon put them out of business.

The thought has been put forth that we might just shut down the whole general aviation industry for 30 days in mid summer and call the public's attention to just what it is doing in the way of life of these United States.

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BIENNIAL FLIGHT REVIEW (With Exceptions) FOR PILOTS BECOMES EFFECTIVE 1 NOV. 1973

Using up 24 pages of small type of the February 1st issue of the Federal Register of Part 61 Certification: Pilots and Flight Instructors and Part 91 General Operating and Flight Rules, were changed to reflect 1800 comments received from 3 published proposed rule changes and of course FAA's own thinking.

To avoid the risk of creating misconceptions by quoting out of context, this article will try to quote as directly as possible.

By FAA's own admission, the most controversial was biennial flight review (61.55). The proposed biennial flight review was based on recommendation No. 1 of the report on General Aviation Safety prepared by the Assistant Secretary for Safety and Consumer Affairs, OST. As pointed out in that report, "a requirement for a flight review would assure that every pilot would have a qualified individual comment on his competency at least once every 2 years". To continue, quoting the narrative that precedes the actual printing of the amended regulations in the Federal Register:

"***The FAA agrees that the requirement for a flight review is a necessary step to assure the current qualifications of pilots. This need for the proposed requirement exists even though the proposal is not primarily directed at problems related to poor judgement, alcohol or the inadvertent involvement in weather. However, the FAA does not agree that a periodic flight review would have no beneficial effect on the problem areas enumerated by the commentators. The flight review will give the certified flight instructor or other persons giving the flight review the opportunity to evaluate the piloting ability of the pilot taking the review and to comment on any problems detected during that review. It is expected that the average pilot will take whatever steps necessary to correct any problems uncovered by the flight review.

The proposal required that the biennial flight review be given by an authorized instructor or other person designated by the Administrator. Contrary to the comments, and as pointed out in the preamble to the notice, the qualifications for an authorized instructor are identified under the provisions of 61.195 and 61.197. Moreover, any other person designated by the Administrator would necessarily be a pilot examiner,

instrument rating examiner, or airline transport pilot examiner as provided in Part 183 of the Federal Aviation Regulations. Thus, in all cases, the person authorized or designated would have to be qualified in the aircraft in which the flight review is being given.

Finally, while under the proposed regulation a person authorized or designated to give flight reviews could be less experienced than some of the pilots required to take a review, this need not result in any pilot taking a review from a less experienced pilot. Under the proposed regulation, each pilot is free to select the person he wants to give him that review.

With respect to the third general comment, the proposal did not specify the amount of time required for a flight review nor did it specify the particular items or maneuvers to be reviewed. As the notice pointed out, it is intended to leave these matters to the discretion of the person giving the flight review. Since the flight review is given to determine each pilot's general overall piloting ability, the time required for a flight review will vary from pilot to pilot. For the same reason, the FAA has not attempted to assign arbitrary time frames for completion of the flight and proficiency check required under other parts of the regulations. However, even though the particular maneuvers and items to be reviewed are left to the discretion of the person giving the review, it does appear appropriate to include in the rule the scope of the review as outlined in the preamble to Notice 72-9. Thus, as adopted, the rule describes the flight review as consisting of a review of the current general operating and flight rules of Part 91 of the Federal Aviation Regulations and a review of those maneuvers and procedures which are necessary for the pilot to demonstrate that he can safely exercise the privileges of his pilot certificate.

A number of comments contained the opinion that the proposed biennial review is really a flight check. This misunderstanding is apparently based on the statement in the proposal that the person giving the review must endorse the pilot's logbook, certifying that he is competent to exercise the privileges of his pilot certificate in addition to certifying that he has accomplished the flight review. The FAA does not intend the flight review to be a flight or proficiency check. As has been previously stated, the purpose of the flight review is to make sure that at least once every 2 years, each pilot rides with a competent person who can comment on his piloting ability and review with him the current regulations and operating practices. As the proposal stated, a person who within the 2-year period has taken a proficiency check required by the Federal Aviation Regulations, does not have to take a flight review. On the other hand, a flight review is not a substitute for a required proficiency or flight check. All that is really needed for the purpose of the biennial review is that each pilot successfully accomplish the review. Therefore, to allay the fears of many commentators and to make it clear that the flight review is not a flight check, the proposal has been changed by deleting the requirement for an endorsement as to a pilot's competency to exercise the privileges of his certificate. As adopted, the person giving the flight review need only certify that the pilot has successfully accomplished the review***.

THE EVER-SHRINKING VER ENVIRONMENT

With a date of 22 March, 1973, as the final date on which to submit comments, the regulatory section of FAA is considering amending Part 91 of the FAR's (91.105) to prescribe distance from cloud minima for aircraft operating 1,200 feet or less above the surface outside controlled airspace. Submit written data, comments, etc. in triplicate to the Federal Aviation Administration, Office of the General Counsel, Aviation Rules Docket, AGC-24, 800 Independence Ave. SW, Washington, D.C. 20591. Identify your correspondence by "Docket No. 11350; Notice No. 72-35".

With the usual type of some couple talk and quoting the National Transportation Safety Board (NTSB) recommendations, it would appear that FAA, from prior Notice of Proposed Rule NTSB-3, have already made up their minds on the increasing of visibility minima from 3 miles to 5 miles to 10,000 ft., but apparently felt that below 1,200 feet, there needed more comment, for which we can at least be thankful for. To give pilots and others some basis for comments, we will directly quote FAA's comments on outside controlled airspace only, as follows:

"***There were few comments directed specifically to adequacy of minima in uncontrolled airspace. The majority of these stated that the minima are adequate and no changes were necessary. However, some commentators did support more restrictive requirements. The National Transportation Safety Board (NTSB) commented that in many instances uncontrolled airspace is utilized for training, transition and aircraft familiarization for new or low-time pilots, that these activities plus a low-experience level inherent in training activities tend to increase hazards and that therefore greater cloud clearance and visibility should be required. The NTSB stated that the weather minima in uncontrolled airspace should be the same as those in controlled airspace below 10,000 feet. The FAA is giving due consideration to all aspects of this recommendation, and believes that the Board may be correct with respect to distance from clouds at and below 1,200 feet outside controlled airspace. This notice requests further public comment on this point.

THE EVER-SHRINKING VFR ENVIRONMENT - continued

Several other comments suggested that the minimums should be increased. Some favored an across-the-board visibility requirement of 3 miles with no change in the existing "clear of clouds" requirement below 1,200 feet AGL. Others suggested some intermediate or sliding scale of visibility values, while a few recommended some form of cloud clearance criteria in uncontrolled airspace below 1,200 feet. In addition, several commentators noted the complexity of the existing weather minimums. The FAA agrees that the present rules are complex and that one of the complicating factors is the "clear of clouds" requirement outside controlled airspace at and below 1,200 feet above the surface.

The proposed amendment, in addition to responding to safety considerations, would eliminate this factor. As several comments indicated, a requirement to avoid clouds by a moderate distance could prevent a pilot from inadvertently entering clouds since the distance between being "clear of" clouds and "in" clouds is slight. Specifying a moderate minimum distance would introduce a new safety factor in the VFR rules outside of controlled airspace.

Since Notice 71-24 covered many areas and the responding comments were necessarily somewhat fragmented, the FAA believes that the public should have an opportunity to focus on this one aspect of the VFR minimums. In addition to the subject matter of this proposal, there are other subjects either discussed in the ANPRM or generated by it that are receiving consideration and which may lead to future proposals.

In consideration of the foregoing, it is proposed to amend Part 91 of the Federal Aviation Regulations by amending 91.105(a) by deleting from the table, the words "clear of clouds" and by substituting the words "500 feet below", "1,000 feet above", and "2,000 feet horizontal", therefore***".

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TRUST FUND FIRST QUARTER REVENUES UP 22 PER CENT

Using the first quarter of fiscal 1973, July, August, September as against the same period of a year ago, a healthy growth is indicated in collections by the Internal Revenue Service. The breakdown is as follows below, three zero's have been dropped from all figures:

	1972	1973	±%
Aviation gasoline (7 cents per gallon)	\$ 5,250	\$ 7,354	+40.0
Turbine fuel (7 cents per gallon)	4,652	5,730	+23.2
Ticket tax (8 per cent on domestic fares)	125,052	147,360	+17.8
Cargo tax (5 per cent of tariff)	7,132	8,102	+13.6
International passenger tax (\$3 per person)	8,327	11,689	+40.4
Civil aircraft use tax*	8,204	5,962	-27.3
TOTAL	\$155,617	\$ 189,349	+21.7

(*\$25. per year plus an additional 2 cents per pound on piston aircraft over 2,500 pounds or 3½ cents per pound on turbine aircraft.)

FEDERAL COMMUNICATIONS COMMISSION (FCC) NEEDS MORE MONEY

The FCC is proposing an increase of business aircraft license fees from \$20. to \$40. Pleasure or recreation will remain at \$20. Under the proposal, the \$40 would be charged if any aircraft operating costs are claimed as deductions in filing with IRS. Additional transmitter licenses would cost \$5.00.

FAA AUTOMATES LAST OF 20 AIR ROUTE TRAFFIC CONTROL CENTERS & MIAMI BECOMES 8TH TCA

The entire network of 20 ARTC centers are now completely tied together in a nationwide computerized network. Flight data and much of the other data needed in control can now be handed from one center to another automatically, thus relieving controllers for more actual controlling of air traffic. Miami has become the 8th terminal control area with a radius of 10 miles and a top of 7,000 ft.

PILOT SCHOOLS (NOTICE OF PROPOSED RULE MAKING)

The Federal Aviation Administration is considering the revision of the standards for the certification of pilot schools prescribed in Part 141 of the FAA regulations.

Interested persons are invited to participate in the rule making procedure, by submitting such written data, views or arguments in duplicate to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket GC-24, 800 Independence Avenue S.W., Washington, D.C. 20591. Identify the material by Docket No. 12547; Notice 73-5 and submit so that it will be received on or before 10 May, 1973.

The notice as published in the Federal Register on the 9th of February, 1973, is quite lengthy and in essence, states that based on a study group assembled by the Assistant Secretary of Safety and Consumer Affairs, as directed by the Secretary of Transportation in a directive dated the 5th of March, 1971, that the group recommended

that Parts 61 and 141 of the FAR's be reviewed and upgraded to reflect the complexity of the modern aircraft and its operating environment.

Some of the changes are that there will be two types of pilot school certificates issued under this proposal. One being a provisional, which would be issued to a school that has not been in operation the preceding 24 months, and has trained a specific number of students that have passed their flight checks. If a school holds a regular certificate, it may be eligible for an examining authority to check their graduates for the appropriate certificate.

To comment intelligently on the proposal, it is recommended that a copy of the entire proposal be secured and thoroughly studied. If anyone is interested in securing a copy, the North Dakota Aeronautics Commission will supply upon request. *

GADO AVIATION SAFETY SPECIALIST HAROLD OLSON REPORTS:

Harold Olson of Fargo GADO has informed the Newsletter that attendance at Safety Seminars are passing all expectations. 165 persons attended the Minot meeting with 2 pilots attending all the way from Arizona and a husband and wife team from Iowa. These people were not just in the area, they made the trip special and of course for the excursion. At Wahpeton 76 attended with pilots from St. Cloud and Willmar, Minn. What is amazing is that up to 60% of those attending have addresses other than where the seminar is being held. 35% are aircraft owners while over 50% are students and the balance being made up of commercials and flight instructors. Womens Lib seems to be showing up, in that about 9% of the attendance are females. Harold also mentioned that there are 80 aviation specialists in the program. *

MULTI-ENGINE AND INSTRUMENT REFRESHER CLINIC, FARGO, APRIL 27TH & 28TH

The Fargo General Aviation District Safety Office with the cooperation of the North Dakota State University Flying Club are sponsoring a Multi-engine and Instrument refresher. All are welcome and a multi-engine or instrument ticket are not needed for admittance. The clinic will start at 7:00 p.m. Friday the 27th at the NDSU Memorial Ballroom on the Campus and run to 9:30 p.m. that night, Saturday the session will start at 9:00 a.m. and run to 4:30 p.m. *

GRAND FORKS AND RAPID CITY TOWERS WILL GIVE AIRPORT ADVISORIES AFTER OFF-DUTY HOURS

Tower frequencies can be utilized at both Grand Forks, N.D. and Rapid City, S.D. after off-duty hours to secure airport advisories. A very nice feature. *

PAST PRESIDENT OF NORTH DAKOTA AVIATION OPERATORS AND BROTHER EXPAND BUSINESS

Darrol Schroeder of Davenport, N.D. the immediate past president of the N.D. Aviation Association has announced that he and his brother Paul, owners of Schroeder Aviation, have purchased Guthrie Aviation of Leonard, N.D. from Wayne Guthrie.

The firm will be known as Schroeder Aviation of Davenport and Leonard and will operate six airplanes in spraying, seeding, crop dusting and fertilizing. Plane pilots will be Allan Lahren of Davenport, John P. Andvik of Kindred, Bill Dittmer of Casselton and Darrol Schroeder.

The liquid fertilizer plant located at the Leonard airport and owned by Davenport Fertilizer and Chemical Company, will be operated by Schroeder Aviation. *

"EXPERT FLAGGING" - A TRAINING MANUAL FOR GROUND CREWS IN AERIAL APPLICATION

Jean Haley of 2734 University Ave., Grand Forks, N.D., who is attending the University of North Dakota as a Junior enrolled in the Aviation Department, majoring in Business Administration, has completed and is publishing a training manual for flagmen and ground crews.

Jean, who is originally from Tracey, California, is well versed in ground operations and flagging, having worked for six summers for the Hailey Flying Service of Tracey, Calif. The firm operates Pawnee's and Weatherly's Working in row crops, etc. To achieve and get some cross section experience, Jean has also worked in North Dakota one summer as a ground coordinator and flagman. To round out the list of qualifications, Haley is also the holder of a Commercial certificate with single and multi-engine land ratings, as well as Instrument, Certified Flight Instructor and Basic Ground Instructor and in spare time, is doing CFI work for the Aviation Department. The manual is the indirect result of a harried father faced with a high turnover of employees, putting to work one of his own offspring and then as fathers are apt to do, not explain it in detail, as they assume that their own youngster should know, having seen it often. Jean said that she began compiling the 110-page manual, which is well illustrated with drawings and photos to help the new employee understand his or her duties and role more fully and also takes in account the loaders and apprenticeship as well. The manual will be coming off the press and should be ready for distribution by the 15th of April, 1973. Copies will cost approximately \$4.00 depending on publishing costs and can be secured by contacting the UND Aviation Dept., Box 8027, University Station, Grand Forks, N.D. 58201 or from the National Aerial Applicators Association, Box 717, Loveland, Colorado 80537.

LEE'S RESORT, OWNER NEAR GARRISON, BUYS WILDERNESS LODGE IN MONTANA

Eugene P. Lee, the owner and operator of Lee's Resort on the North Shore of the Garrison Reservoir, about 4 miles south of the City of Garrison, has informed the News letter that he is now an Outfitter in Montana. He has purchased the Wilderness Lodge at Hungry Horse, Montana and is keeping with his aviation background, the Lodge is one mile south of the Spotted Bear Airport in Montana. Lee invites all of his old friends and new to visit him in his new place of business, which he advertises as having modern cabins, meals, pack and saddle horses. He further stated that his wife and family still own and will operate Lee's Resort at Garrison.

ENTRIES NOW BEING ACCEPTED BY GADDO FOR 1973 FLIGHT INSTRUCTOR OF THE YEAR AWARD

In keeping with the added emphasis of good safe flight instruction and in recognition of the instructors vital role in the education of good safe pilots, the FAA has established an annual award for the Flight Instructor of the Year. Eligibility for consideration are as follows:

A student, pilot, supervisor or other knowledgeable person, or an eligible flight instructor himself, may recommend an entry for consideration for an award. Entries should be submitted to the FAA district office which serves the area in which the instructor is employed, using FAA Form 1210-5, ENTRY FOR FLIGHT INSTRUCTOR OF THE YEAR AWARD. Submit three copies of Form 1210-5 which may be obtained from the FAA District Office.

Winners are selected without regard to race, color, creed, sex or national origin.

Flight instructors who hold a valid and current FAA Flight Instructor certificate are eligible.

Employees of the Federal Aviation Administration and the AOPA Air Safety Foundation are not eligible.

An entrant must be working as an active flight instructor. An active flight instructor is defined as one that has trained ten successful students in the last two years up to the date the entry was submitted. A successful student is defined as one who has received his required instruction and/or recommendation from the flight instructor concerned, and has successfully passed his written or flight test for pilot certification on the first attempt.

DOYLE R. NORDBY, WEST FARGO NAMED FLIGHT INSTRUCTOR OF THE YEAR OF 1972

Doyle R. Nordby, West Fargo, N.D. flight instructor for Kundert Aviation, Fargo, N.D. has been chosen as flight instructor of the year 1972. Nordby holds a commercial certificate with single and multi-engine, flight instructor, instrument and instrument ratings. He won his award for the distinction of recommending 33 applicants who passed their certification check on the first attempt. Included in the 33 applicants were some flight instructors, commercial and private pilot applicants.

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NORTH DAKOTA GAME & FISH DEPARTMENT TO HOLD SPRING DISTRICT INPUT MEETINGS

Of interest to N.D. pilots, who may want to feed some input into the North Dakota Game & Fish future regulation, will be the District meeting that will be held in the six various locations. Everyone is welcome and you need not be a member of any club nor of any geographical area. Each District holds spring meetings and later on in about August, will hold their summer district meetings. All districts also have someone of the district who is appointed by the Governor to be a member of the N.D. Game & Fish Advisory Board. Time and place, sponsoring host, Secretary or President and Advisory Members are as follows:

- District 4: 26th of March, 1973 - 7:30 p.m. Fessenden City Hall, Fessenden Kiwanis Club, Norman Rude, Pres., Adv. Alfred Thompson, Bismarck, N.D.
- District 1: 27th of March, 1973, 7:30 p.m. Mayville Armory, Mayville-Portland Wildlife Club, Otto Spies, Pres., Adv. Charles Schelkopf, Valley City.
- District 3: 28th of March, 1973 - 7:30 p.m., Rutland Town Hall, Lake Region Wildlife Club, Milton McLean, Sec., Adv. Bud Maiier, LaMoure
- District 5: 30th of March, 1973 - 7:30 p.m., Sherwood High School, Border Sportsman Club, Neville Nelson, Sec., Adv. Kenton Bischke, Minot
- District 2: 2nd of April, 1973 - 7:30 p.m., Edinburg Town Hall, Wildlife Club Alfred Byron, Pres., Adv. Hilman Hanson
- District 6: 6th of April, 1973 - 7:00 p.m. MST, Clubhouse of Host - Zap Sportsman Club - Norman Fuchs, Sec., Adv. Herbert Leer, New Leipzig

FLYING FARMER FLY-IN

Remember all North Dakota Flying Farmers, there will be a fly-in on Sunday, March 25th at Valley City, N.D. Fly in by 12:00 noon, buffet dinner served at the Mar-Mac Club located right across from the Airport. Transportation will be furnished from the airport to the Club.

AERIAL APPLICATORS SEMINAR AND EXAMINATION ON AERIAL SPRAYING AT BISMARCK, MARCH 22ND
The N.D. Aeronautics Commission and the Cooperative Extension Service of the N.D. State University are sponsoring an aerial applicator's refresher seminar and examination for aerial applicators at Bismarck on Thursday, March 22, 1973, which will be held at the Highway Department Building on the Capitol Grounds in the large auditorium on the ground floor, beginning at 10:00 a.m.

This seminar is the only one which will be held in 1973. All aerial applicators are invited, especially those who want to take the N.D. written certificate examination for aerial applicators and pilots.

This seminar will review all of the information on pesticides, chemical weed control and fungicide application for those that have not taken the N.D. certification examination. For those who want to take the written examination, it will be given on Friday, March 23, 1973 in Bismarck. Those pilots and operators who took the examination last year are not required to take the examination this year, since the "Certification" is good for two years. Therefore, only those that have not previously taken the examination will have to stay over until Friday, when the written examination will be given. The seminar will also include information on the 1972 Environmental Pesticide Control Act, which was enacted into law by Congress last October, 1972. For those pilots and applicators who plan to take the examination, there will be a charge of \$5.00 for a 200-page manual covering pesticides, weed control and fungicides, which covers most of the information in the written examination. The program follows:

THURSDAY, MARCH 22, 1973

10:00 a.m. - Basic Consideration of Insect Control - Dean McBride, Extension Entomologist, NDSU
11:00 a.m. - Plant Disease Control and Fungicide application - Dr. Ed Lloyd, Extension Plant Pathologist, NDSU

12:00 noon to 1:00 p.m. - Break for Lunch
1:00 p.m. - Basic Consideration of Chemical Weed Control, Dr. Larry Mitich, Agronomist
2:00 p.m. - Fertilizer Application - Don Wagner, Extension Soils Specialist, NDSU
3:00 p.m. to 3:15 p.m. - Coffee Break
3:15 p.m. - Federal Environmental Pesticide Control Act of 1972 and Pesticide Container Rinse and Drain Program - Dean McBride, Ext. Entomologist, NDSU
4:15 p.m. - Review of 1972 aerial spraying complaints and Action taken by the N.D. to
to Legislature relating to the Federal Environmental Pesticide Control Act of
1972 - Harold G. Vavra, Director, N.D. Aeronautics Commission
4:45 p.m. - * * * * *

NORTH DAKOTA LEGISLATURE BILLS AFFECTING AVIATION INTRODUCED AND ACTED UPON

SENATE BILL NO. 2253: Amends Airport Authority Act making it easier to create regional airport authorities. Passed both Senate and House and sent to the Governor.
SENATE BILL NO. 2324: Enacts an additional 2% excise tax on the sale price of jet aviation motor fuel. The proceeds appropriated to the Aeronautics Commission for matching for airport improvements on airports where the jet motor fuel is sold. Passed both Senate and House and sent to the Governor.

HOUSE BILL NO. 2229: Authorizes the sale of a parcel of state land to the Hettinger Airport Authority for airport use. Passed both House and Senate and sent to Governor.
SENATE BILL NO. 2278: Extends the life of 7 existing Weather Modification Authorities by permitting the Board of County Commissioners to vote 5-year extensions periods and provides alternate ways to create a weather modification authority. Passed both Senate and House and is in a Conference Committee to agree on the amendments.

SENATE CONCURRENT RESOLUTION NO. 4035: Requires the Legislative Council to make an interim two-year study of necessary state legislation and costs to the State of N.D. to comply with the Federal Environmental Pesticide Control Act of 1972. Passed both the Senate and House and given a priority for such a study.

SENATE CONCURRENT RESOLUTION NO. : Resolution supporting a statewide commuter air-in Congress, which would provide necessary federal approval for the three-year experiment and necessary federal funds.

HOUSE BILL NO. 1365: Appropriates \$225,000 as matching funds to match weather modification operation costs in counties with Weather Modification programs. Killed by the House appropriations committee.

HOUSE CONCURRENT RESOLUTION NO. : Requests that the State Game and Fish Department and the Governor amend the hunting proclamation permitting emergency aerial hunting of fox and coyotes until March 31st. Killed by the House of Representatives.
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BISMARCK GIVING RECOGNITION DINNER FOR AIRPORT MANAGER

In recognition of 25 years of meritorious service as Airport Manager, Raymond W. Heinemeyer will be feted the 26th of April, 1973 at the Bismarck Civic Center. Entertainment will start at 6:00 p.m. with the banquet slated for 7:00 p.m. The many friends and neighbors of Ray Heinemeyer throughout the State and elsewhere are invited to attend. Tickets at \$2.50 each can be secured from the airport business office or any department head of the City or purchased at the Civic Center prior to the event.
* * * * *

FOR SALE: 1966 Citabria, 550 TT, 150 HP, Mark 3 Radio, Cessna Harley Thom, Bismarck, N.D.

Tel: 255-1623
FOR SALE: 2-1967 Beech Musketeer Sports, full IFR instruments, MK-12A, ILS, dual M12S, S
M.B. ADF; 1969 Beech Musketeer Sport, IFR, MK-12; 2-1972 Cessna 150 Commuters; 2-1973
Cessna 150 Commuters; T973 Cessna 172 Skyhawk and others. Contact Flight Development,
In., Fargo, N.D. Tel: 237-0123 or at Wahpeton, N.D. Tel: 642-6363.

FOR SALE: 1941 Piper J-3-65 Cub restored to original configuration and mint condition in 1970. Contact Marvin Skodje, 3109 Edgewood Drive, Fargo, N.D. 58102

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FOR SALE: 1957 Piper PA-18-150 Super Cub - 90 gal unit, 850 SMOH, recovered in Dec. 1963, Landing Lights, big tail wheel-with sprayer. Contact Mike Meier, Rt. 1, Devils Lake, N.D. 58301, Tel: 662-2568

FOR SALE: 1967 Mooney Executive, gold & white; 1972's and 1973's American Travelers and trainers, some brand new with only ferry time; 1973 Champ Citabrias and Champ Scoufs. Contact Pietsch Flying Service, Minot International Airport at Tel: 838-4092 Minot, N.D. 58701

FOR SALE: 1970 Cessna 150 Trainer, S/N 150-71984, 1795 TT including Mark 12B, 360 ch w/WOR/LOC, T & B, heated pitot, bucket seats, color Ext. Valor red, vestal white int. clove brown vinyl, priced right; 1972 Skyhawk, 770 TT, 300 NAV/COM 360 ch w/WOR/LOC. Tur airspeed indicator, dual controls, nav lights detector, ground service plug, omni flash beacon, heated pitot, courtesy lights, priming system, front LH seat with articulating vert adj., alternate static source, rear seat ventilation system, tinted windows. Contact Capital Aviation Corp. Box 1471, Bismarck, N.D. 58501 Tel: 223-0260

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FOR SALE: 1973 Aero Commander 112, Ferry time only, Super sport paint, reclining seats, 4 head rests, inertia reels, refreshment unit, full panel with 3" gyros, dual controls & brakes, all weather antennas, 35 amp battery, oil filter & quick drain, heated pitot, winter kit, 5 static wicks, King 170 360 channel with 201C omni; 1957 H. Bonanza, 2250 TT, 800 SMOH, 20 SOH onprop, Mk 12-360 VOA-4, Mk 5 with omni, ADF, ground vent fan, utility door, full de-ice including hot windshield, 3 blade hot props, turn coordinator, sensitive altimeter, control locks, MK III radio, engine fire exting.: 1973 Turbo Navajo Chieftain, Executive group, hot and cold refreshment center, potty, turn coordinator, sensitive altimeter, control locks, MK III radio, engine fire exting.: complete Silver crown radio package with AVO-47 boots, co-pilot instruments and brakes. Complete Silver crown radio package with AVO-47 radar; 1961 225 Debonair, 1900 TT, 1300 SMOH, King 160-360, 201C omni, New ADF-T-12C, Narco AT-50 Transponder; 1964 Twin Comanche, 1050 TT since new, Dual King 170A's with 201C omnis and glide slope. New T-12D digital ADF, 3-light marker, King 60 DME, Beta 5000 250 watt transponder, altamatic II three axis auto pilot, heated pitot, 3" gyros, Flight-0-matic artificial horizon, air flow kit, new props, no damage; 1968 7GCAA Champ Citabria, 1000 TT since new, Cacoite cover, nav lights, landing lights, clean; 1971 Cherokee 6-300, 490 TT since new, Mk 12B-360 with VOA-40, Mk 12A-90-VOA4, ADF T-T2C, AT-50 Transponder, cargo door, electric trim. AND MANY MANY MORE. Contact Commander Aviation Corp., Box 1014, Bismarck, N.D. 58501, Tel: 701-223-6862 or 223-3388 After Hours.

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