1974 AERIAL APPLICATOR'S RE-CERTIFICATION SEMINAR AT JAMESTOWN, NO. FEBRUARY 15, 1974

The 1974 biennial re-certification of 315 aerial applicators, chief pilots and others will take place at Jamestown, N.D. at the Ramada Inn on February 15, 1974. The "Ag" re-certification seminar is sponsored by the North Dakota Aeronautics Commission.

The one-day re-certification seminar will be held from 9:00 a.m. to 5:00 p.m. at the Ramada Inn, which is located near the intersection of Interstate 94 and U.S. Highway 281 at Jamestown, N.D.

Only one re-certification seminar is planned for 1974. All "Ag" operators, chief pilots, partners in an "Ag" business, private pilots who aerial spray their own land and others who were previously certified under State rules in 1972 and 1973 and took the examination then, can be re-certified for two years (1974 and 1975) by attending the Jamestown Seminar, without taking a written examination.

All "Ag" operators, chief pilots or others, who will be given a written examination at Jamestown, are those who are being certified in North Dakota for the first time.

There are only ten chief pilots and "Ag" operators, who attended the 1973 "Off-Year" Ag seminar, who took written examinations, who have valid "Certifications" good until January 1, 1975. It is optional for those ten, whether they desire to attend the Jamestown "Ag" seminar. If any of these persons attend, their certification will be renewed for two years from January 1, 1975.

The Jamestown "Ag" Seminar is being held at Jamestown, on February 15th concurrently with the North Dakota Aviation Association annual meeting at the Ramada Inn, in order to reduce the number of duplicate meetings and to save fuel energy.

The North Dakota Aviation Association annual meeting is set for Jamestown at the Ramada Inn, February 13, 14, 15 and 16, 1974. February 15, 1974 is the day reserved for the "Ag" re-certification seminar.

The holding of these two events concurrently gives many persons the opportunity to attend two events without additional travel.

WHO MUST BE CERTIFIED? State rules provide that all managers, owners, partnerships, owner-pilot, chief pilot, supervisor and private pilots licensed to aerial spray their own land must be certified in the use of agricultural chemicals. The only exceptions are employed pilots other than the chief pilot.

There is no requirement to become a member of any Association to attend the one-day "Ag" seminar, which is open to all "Ag" operators and pilots who must be re-certified or certified for the first time, which is required by the N.D. Aeronautics Commission.

Following the seminar, an open book written examination will be given to those who have never taken the state written examination and desire certification for the first time. A $5.00 charge will be made by the Extension Service of NDSU for a 200-page Ag chemical book for this purpose. The book becomes the personal property of the person purchasing same.

N.D. AVIATION ASSOCIATION ANNUAL MEETING - JAMESTOWN, N.D. FEBRUARY 13, 14, 15 and 16TH

The 26th annual meeting of the N.D. Aviation Association is set for February 13th through 16th in Jamestown, N.D. at the Ramada Inn.

The Aviation Association program will hit today's big issue, the energy crises and how to cope with it. Included is a panel on the energy crisis with Jess Cooper, N.D. Oil and Gas Association; Charles Koch from the Federal Office of Petroleum Allocation at Bismarck; Ron Affeld of the State Energy Office who will jointly address the subject: "Where we are, where we are going and what Federal requirements are needed to place your needs before the proper authorities".

The principal address on General Aviation Fuel Allocations will be delivered at the Banquet Friday evening by James (Jim) Pope from the FAA Office of "General Aviation", Washington, D.C. Mr. Pope is Chief of the Industry and Government Division of the FAA Office of General Aviation. Mr. Pope has been assigned by the FAA Administrator to the Federal Energy Office (FEO), Washington, D.C., where the Federal rules and
Plan for 1974-75f
Committee Report - Membership - NCS
Election of Officers - Resolutions
Wednesday-Friday, February 10-12
Address by James (Jimm) Pope, FFA, Washington, D.C.
10:00 - 11:00 - Morning Session
- Annual Business
- Board of Directors
- Committees
- Accreditation
- Membership
- Extension
- Adjournments

Thursday, February 11
P.M. - Special Committee Report
- Finance Committee
- Program Committee
- Executive Committee
- Other Committees

Friday, February 12
A.M. - Special Committee Report
- Board of Directors
- Officers and Executive Committee
- Adjournments

Friday, February 12, Evening
Banquet at the Grand Hotel

Saturday, February 13
A.M. - Special Committee Report
- Board of Directors
- Officers and Executive Committee
- Adjournments

Additional Agenda Items:
- Resolution on the impact of automation on agriculture
- Discussion on the role of technology in agriculture
- Report on the recent developments in agricultural education

N.O. A.A. Annual Meeting - Annual Session - continued
The initial Administration order in late November to cut general aviation motor fuel 20% on air taxi flights, 40% on all business flying and 50% on all private and flight instruction flights, would have made general aviation the most restricted transportation segment in the United States.

After General Aviation trade groups, General Aviation Manufacturer's Association (GAMA), Individual State Aeronautics Commissions and individual fixed base operators, aerial applicators and others made their voice heard in Washington, D.C., changes were rapidly made to greatly improve the energy share handed out to general aviation.

On January 15th, the Federal Energy Office (FEO) adopted revised regulations which increased General Aviation's share of motor fuels as follows:
- Business Flying - 90% of the amount used in 1972.
- Air Taxi Services - 100% of 1972 fuel purchases.
- Agricultural aircraft uses and flying associated with energy production are allocated 100% of current requirements. (Including pipe line patrol or oil exploration.)
- Aircraft used for flight instruction and personal flying are allocated 75% of the amount used in 1972.
- Aircraft manufacturing - 100% of current requirements.
- Public Aviation flying - such as states and cities are allocated 85% of 1972 purchases.
- Emergency or Mercy Flying - 100% of current requirements.

Under the FEO rules, the Civil Air Patrol will be provided fuel allocations by the Department of Defense.

Allocation rules for scheduled airlines and large air travel club flying provide the following: Trunk Airlines, International and large intra-state airlines - 95% of the 1972 purchases; Local Service Airlines - 100% of their 1972 purchases; Air Travel Clubs - 70% of 1972 purchases.

The FEO rules provide that suppliers of aviation fuel shall provide their wholesale purchasers, such as airports, fixed base operators who retail fuel and aerial applicators who buy in bulk, an amount of aviation fuel equal to 95% of their 1972 purchases; unless they have a higher allocation. The catch to this rule is that in the event the supplier cannot get sufficient fuel to meet the allocation formula, he may cut all wholesale sales an amount equal to the available fuel.

The Federal Energy Office rules state that all matters pertaining to the allocation of aviation fuel for general aviation shall be first addressed to the appropriate supplier. Any matters unresolved at the supplier level and any matter involving air taxi or commercial operators may be referred directly to the appropriate Regional Federal Energy Office. The federal rules provide for no state-set-aside for aviation fuels for emergencies. The state-set-aside is for fuels used by surface transportation only.

If you cannot get any satisfactory answer on a problem from the supplier, then allocation adjustment requests or other unresolved matters may be taken up with the Denver Regional Office of the Federal Energy Office. The Denver Region serves the States of North and South Dakota, Montana, Colorado, Wyoming and Utah. Their address is Region 8, Federal Energy Office of Petroleum Allocation, Denver Federal Center, Denver, Colorado 80225. Mr. Dudley Fayer is the Denver Regional Director with a telephone (Area Code 303-234-N936). Minnesota is served by Region 5, Federal Energy Office, Chicago, Illinois with telephone (Area Code 312-591-6025).

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GENERAL AVIATION JUSTIFIES REASONABLE FUEL ALLOCATIONS

To justify General Aviation's place in the sun to claim reasonable fuel allocations, it was pointed out to the Federal Energy Office that "General Aviation" is no longer a small segment of aviation in the U.S.A. That there are 150,000 people employed in general aviation manufacturing and another 50,000 employed in general aviation servicing and maintenance. That for calendar year of 1973, the production of new general aviation aircraft and their components had a value of about $820 million dollars. Services sold to general aviation during 1973 had a value of nearly five billion dollars. Exports of general aviation aircraft and their components during 1973 will produce a positive balance of payments of $225 million dollars.

The net result of General Aviation's action was that neither the Administration or Congress was going to force 200,000 persons out of work and lose nearly $6 billion dollars of gross national product by cutting general aviation fuel allocations to the extent originally proposed.

General Aviation uses only 7/10 of one percent of all the gasolines produced in the United States. It needs only 1.7% of all the jet motor fuel produced in the country for its jet fuel needs.

In summary, General Aviation uses 7/10 of one percent of all fuels consumed in transportation; while other transportation services of all types consumes 90% of the nation's total petroleum. These are the facts published by GAMA supporting a fair shake for general aviation in the allocation of aviation motor fuels.
the firm was prepared to offer radar units, flare racks and acetone generator installations, plus aircraft. According to Birkholz, he plans on specializing in the manufacturing of acetone generators, flare racks and anything of a specialty in the weather modification field.

The firm has hangar and shop facilities and will make aircraft conversions and are prepared to lease, rent or trade aircraft, also generators, etc., he added.

Program Design, Program Implementation plus pilot training and pilot job placement are some of the other services that will be offered.

In addition to 6 North American AT-66 aircraft, fully equipped for end burning flare operations and acetone generators, he said that 4 large aircraft would be available for Hydro-scorpic and salt seeding. The aircraft are 1 DC7; 2 Curtiss CON6’s and 1 Douglas B-26C.

AVIATION ACCIDENTS--1973 (A Resume)

The following is a resume of aircraft accidents within North Dakota during the calendar year 1973 obtained from Harold E. Olson, Accident Prevention Specialist of GADO #4 of the Fargo, N.D. Office. Olson stressed the fact that the list may not coincide with computer statistics officially released by NTSB or FAA for a number of reasons.

He also mentioned that there were some delays in receiving accident investigation reports from other GADO districts or regions, which involved North Dakota resident pilots, which would also cause some discrepancies. The figures and percentages are approximations only, and are compiled to provide some indication of the accident cause factors and trends, Olson said.

Total accidents within the state - 29; fatal accidents - 2; fatalities - 8; and serious injuries - 2. Total persons involved (pilots and passengers) - 62.

The total number of accidents this year represents an overall reduction of approximately 21% from 1969 and has shown a gradual decrease each year. But our fatality rate average of 5 per year is up approximately 60%.

Probably of more interest is the record of North Dakota resident pilots for 1973, regardless of state in which the accident occurred. Total accidents - 23; fatal accidents - 3; fatalities - 11. Total persons involved - 48.

This represents an overall reduction of approximately 32%, since 1969, but our fatality rate average of 4 per year tripled.

Approximately 36% involved rented aircraft; 42% pilot owned and 22% involved non-owner pilots. A review of cause and contributing factors for resident and in state accidents are as follows:

Eight were the direct result of inadequate preflight and planning, in which 2 had cowings come loose during take-off, one of which ended with a tight 180 degree turn, stall and 2 severe injuries.

There were 4 accidents due to fuel starvation but we did hear of several other fuel starvation incidents in which safe landings were accomplished.

A low altitude turn, stall and spin resulted in 2 fatalities, and engine malfunction during that critical period after take-off in a heavily loaded twin engine aircraft ended with 5 fatalities.

Penetration into marginal weather was a prime factor in 2 accidents in which 10 lives were lost. Get-there-itis despite marginal weather is a dreadful disease that is certainly terminal.

(3) heavily loaded or high density altitude, (3) off airport landings, (4) loss of direction control, (4) striking wires, (2) hard landings and (1) carburetor ice were factors involved in other accidents.

A breakdown as to purpose of the flight is a bit more difficult to arrive at, but the following would be a reasonable estimate: Local pleasure - 37%; personal business - 22%; enroute personal transportation - 13%; agriculture - 19%; instruction - 6%; and miscellaneous (includes air taxi) - 3%.

AIRPORT GRANT ALLOCATIONS FOR AIRPORT IMPROVEMENTS

* - Sioul-in Field International Airport, Williston - received an FAA allocation of $24,000. For assistance in purchasing an airport firefighing and rescue vehicle and for construction of a fire station and to install a segmented marker.

* - Langdon Airport Authority - received an FAA allocation of $67,067 for paying 75% of the cost of an overlay pavement of runway, taxiway and apron; to widen existing taxiway; to expand apron and construct new taxiway. Langdon also expects to receive a U.S. Department of Defense allocation of about $22,355 for the remaining 25% of the cost of the airport improvement from the military ABM impacted communities program.

* - Bowman Airport Authority - received a state check for $10,000. From the N.D. Aeronautics Commission to help pay for a 4,000 ft. runway paving project at Bowman Municipal Airport.

* - Hillsboro City Commission - has created a Hillsboro Municipal Airport Authority and appointed five persons as its first commissioners. They are Ronald Stuart who is also President of the City Commission; Fred Perason, a City Commissioner; Duke Myle, Dennis Bondy and Harry Eisenbels. Hillsboro anticipates a major airport improvement.