AVIATION NEWSLETTER

STATE OF NORTH DAKOTA

MARCH - APRIL, 1976

AERONAUTICS COMMISSION GRANTS $100,008. TO 9 AIRPORTS IN STATE AIRPORT AID

The North Dakota Aeronautics Commission at its last meeting April 1st, granted State aid to airports in so that they could match Federal aid or on projects of their own as the case may be. State airport grants are funded by State user taxes on aviation gasoline and jet fuel in the amount of 4% of the gross purchase price of the fuel. Grants made are as follows:

COOPERSTOWN AIRPORT AUTHORITY: $20,000. To assist in a FAA project involving a reconstruction and pavement overlay and runway widening, extension to 3500', also purchase of land for a total project cost of $162,471. Project is slated for completion in 1976.

HILLSBORO AIRPORT AUTHORITY: $10,000. This is a supplemental request to augment $10,000, granted last year for a new airport. Total project cost is $192,000, and will involve purchase of land and construction of 60 X 3300 ft. NW-SE runway plus 90 X 300' ramp and connecting taxiway. Project is slated for 1976 completion.

LAKE WILLIAMS TOWNSHIP AIRPORT AUTHORITY: $1,250. For 50% matching for installation of a low intensity airport lighting system. No federal aid involved.

MINTO AIRPORT AUTHORITY: $10,000. For grading, seeding of a surfacing runway, concrete apron, removal of obstructions and runway lights. No federal aid involved.

MOHAL AIRPORT AUTHORITY: $10,000. This is also a supplemental grant to bring the total of State aid to $20,000 for assistance in matching a federal grant. Total project cost is $225,000. Project started in Fall of 1975 and will be completed in 1976. State grant also includes money for a low intensity lighting system.

OAKES MUNICIPAL AIRPORT AUTHORITY: $10,000. Again a supplemental grant to bring the total to $20,000 for assistance in matching a Federal grant. Total project cost is estimated at $275,000. A new airport is to be constructed in 1976 subject to funding by the new Federal aid to airport law. Project consists of land acquisition, construction of a 60 X 3400' hard-surfaced runway; a 30 X 380' connecting taxiway to a 100 X 200' ramp, wind cone and fencing.

PARK RIVER AIRPORT AUTHORITY: $10,000. Another supplemental grant to bring the total to $20,000 for matching assistance for a Federal grant in the construction of a new airport. Construction was begun in 1975 and will be completed in 1976. Total project cost will be approximately $242,000 and consists of purchase of 184 acres of land, construct and pave NW-SE 60 X 3100' runway, 150 X 200' ramp, connecting taxiway, also construct 100 X 2500' NE-SW turf landing area, wind cone and entrance road.

PARSHALL AIRPORT AUTHORITY: $8,000. This is a 50% matching aid for the cost of a double armor seal coat for the Parshall Municipal Airport runway, ramp and connecting taxiway. There is no Federal aid involved.

WATFORD CITY AIRPORT AUTHORITY: $20,000. This is also a 50% matching grant non-Federal aid project to enlarge the ramp and overlay it, construct some hangar taxiways and other repair and maintenance work.

The Aeronautics Commission also deferred considering of additional requests in the amount of $190,000 of requested State aid for five other airports, pending receipt of State funds and more positive Federal funding.

SENATOR BUCKLEY’S EXPERTISE RESPONSIBLE FOR RAID ON TRUST FUND- SENATE PASSES ADAP BILL 76 TO 3

Although treated lightly by the Aviation Committee of the Commerce Committee minority report, only 13 pages, wherein Senator Buckley compared the median income of the average aircraft owner to the median income of the average American taxpayer and suggested some tax relief from the general fund by raiding the trust fund, Buckley on the floor switched tactics.

Buckley on the Senate floor introduced an amendment to fund FAA maintenance funds from the trust fund (150 million first year to increase to 375 million by 1980) after capital outlays are met as authorized by the appropriations committee. Next he, by enlisting the aid of Senator Muskie, chairman of the Senate Budget, who endorsed the concept of maintenance for safety by a statement, prevailed on the Senate to accept his amendment 46 to 32.

The Senate then defeated 3 anti SST amendments but did pass the amendment to establish equal charges and rates among airport users. As passed, the Senate bill
DUANE STRAND & IRVING (SWEDE) SWENSON OPEN RESTAURANT:

Duane Strand, a past president of the North Dakota Aviation Association and Sweede Swenson, who was a former company pilot for Schultz & Lindsay Construction, along with their wives Marvin (Strand) and Marge, have opened a new type of restaurant called "Soup' n Such" in Fargo at 111 Roberts Street.

Strand was a FBQ at Fargo for quite a few years and was very instrumental in keeping the North Dakota Aviation Association flourishing. At Hector Airport, he also operated the Skyline Cafe along with an overseas operation in aerial application for insects. He also tried his hand in establishing a commuter airline within the state.

More recently he was involved in air operations in California and Southeast Asia. Started by someone telling flight crew members on long cargo flight, that someday, somebody is going to sell soup and a good loaf of bread and make money. One young man who worked for him in California took his suggestion, moved to Oregon and now has five Soup' n Such type restaurants.

Sweede Swenson, after leaving Fargo in 1970, worked as a charter pilot in the Omaha and St. Louis area before joining Strand in the venture. Strand remembers selling Schultz & Lindsay their first aircraft and having them hire Swenson as the company pilot. The Schultz & Lindsay Construction Company is now the Meyer Construction Company of Dickinson, N.D.

AVIATION OPERATORS PROTEST AIRCRAFT PARKING BAN AT BISMARCK MAIN PASSENGER TERMINAL:

In their annual meeting at Fargo last January 24th, the North Dakota Aviation Association passed a resolution protesting the restrictions placed on all general aviation aircraft wishing to park on the ramp near the terminal, at Bismarck.

The resolution was sent to Raymond Heinemeyer, the manager, along with Senators Young, Burdick, The Governor, the Mayor of Bismarck and Marvin Martin, regional FAA Director at Denver, Colorado.

In his response, Heinemeyer stated that problems in security as demanded by FAA, safety and lack of ramp space did exist and that he was very concerned about general aviation needs and wants. He said that Bismarck had just completed a $225,000 general aviation terminal, one of the best in the upper Midwest. Plans are being formulated on using the portion of the old East-West runway, now being used by the Army Air Section helicopters as a ramp, for general aviation parking as soon as they relocate the Guard.

An interim solution of unloading and loading passengers has now been worked out with Federal Security people. This solution will allow aircraft to park and unload passengers behind the white lines on the NW corner of the ramp near the terminal with the pilot being responsible that his passengers enter the building on the north side restaurant entry. The pilot, after disembarking his passengers, then is to taxi his aircraft over to the general aviation terminal and if he wishes, airport personnel will transport him over to the main terminal and also picking him up again at no cost.

In loading passengers, it is suggested that the pilot keep his parking time at the main ramp to a minimum, in that he coordinate his movement to the main terminal with the passenger's arrival. If any doubt exists, more information can be had by contacting Bismarck Union on 123.00. Signs pointing to the general aviation entrance are also expected to avoid confusion.

EMERGENCY LOCATOR BEACON PROBLEMS:

When proposed and finally becoming mandatory by an Act of Congress, the panacea of the ELT became instead Pandora's Box, with many associated problems. These problems caused by inadvertent activation, be it caused by hard landings, temperature changes or some other form of equipment failure, have caused many hours of someones time being wasted, in the pinpointing of the culprit ELT. It has also created a blase "Little Boy who cried Wolf" too often attitude, which although wrong, is hard to overcome.

To retain the credibility needed on this matter, all pilots are again asked to switch over to 121.5 before shut down to ascertain that their ELT is not chirping. The problem of inadvertently triggered ELT's is becoming so severe, that the Aeronautics Commission is considering the use of Public Service announcements in the area where a triggered ELT is suspected, asking all pilots in the area to check their equipment. If it happens to be yours, don't be embarrassed, no one will criticize you or write you up, but do call someone and let them know that it was yours. If you don't and just shut it off, you have just created a new problem in that the searchers are now wondering if the batteries went dead and someone is still in trouble. You may call the Aeronautics Commission at 224-2748 or State Radio Communications toll free number of 1-800-472-2121 or any Flight Service Station.

FAA TO THIN ALS:

In a very unprecedented move and with little or no prior notice, airport managers have discovered FAA crews thinning out airport lighting systems at all, except category 2 & 3 lighting systems. The thinning process consists of removing every other bar and section flasher. The light bars are presently 100 feet apart and after removal of every other one, will be 200 ft. apart. It seems that someone apparently decided that the present intensity of lighting is not needed for Cat 1 operation, their minimums not being as severe as Cat 2 & 3 operations.
NOTICE TO PILOTS AND AIRPORT OWNERS:

The North Dakota Aeronautics Commission is in the process of developing a North Dakota Aeronautical Chart and would like your help in doing so.

If you have a landing strip and would like your help in doing so.

Please draw on the sectional map that is provided for your comments. The sample section map shows you how to do this. Please also provide the name, section, township, and range of the strip.

The North Dakota Aeronautics Commission thanks you for your cooperation.

Sample Section Map

Notes: Busi, field Grees, Candanol.
Strip: T.N. 100-A, 7.76M.
Section: 28. T.N. 100-A, 7.76M.
Name: Sani strip.

Scale: 1:4,000.

NORTH
In U.S. general aviation in 1975, there were 4,575 total accidents compared to 4,425 in 1974, the second year in a row that total accidents increased. At the same time, however, fatal accidents decreased from 729 in 1974 to 662 in 1975. Fatalities also decreased from 1,438 in 1974 to 1,324 in 1975.

Rate wise, the total accident rate per 100,000 aircraft hours flown increased slightly from 13.6 in 1974 to 13.9 in 1975. At the same time, the fatal accident rate per 100,000 aircraft hours flown decreased from 2.24 in 1974 to 2.01 in 1975; the lowest recorded fatal accident rate for general aviation as far back as 1946.

Air taxi flying within general aviation experienced a decrease in total accidents, fatal accidents, and fatalities in 1975 compared to 1974. Total accidents decreased from 191 to 180, fatal accidents decreased from 40 to 26, and fatalities decreased from 111 in 1974 to 70 in 1975. At the same time, the air taxi total accident rate per 100,000 aircraft hours flown decreased from 5.25 in 1974 to 4.71 in 1975 and the fatal accident rate also decreased from 1.10 in 1974 to 0.68 in 1975.

WANT TO TAKE PART IN FAR'S - IF SO, GET ON MAILING LIST FOR NPRM'S

If you are one of the many pilots that are complaining that Washington does nothing but make superfluous Federal Aviation Regulations, here is how to get your voice considered. The Federal Government has a procedure whereby a bureau or agency or any rule making governmental entity must publish that rule in what is known as the Federal Register which is printed daily and can be subscribed to for a yearly cost of $45.00.

Of an interesting note is that the Federal Register in its first year in 1937 consisted of 3,450 pages for the full year and has grown to a present size of 60,221 last year, for an increase of 1,645.5%. Of course we all know that NPRM stands for "Notice of Proposed Rule Making" and FAA like any other bureau or agency, must after they draft a FAR rule change, publish this proposed rule change in the Federal Register.

Fortunately, the Federal Aviation Administration not only publishes the NPRM in the Federal Register, it also makes available to the public, specific NPRM's. NPRM not only announces the proposal but it also invites the public to participate in the rule making process by submitting written data, views, or arguments prior to a specified date. Each response contributes to the evaluation of the proposal and is considered in the development of the amendment to the FAR which is also published in the Federal Register.

In order to develop FAR's that are responsive to the needs and desires of the public and that conform with the regulatory responsibilities of FAA, it is essential that the public participate in the rulemaking process to the fullest practicable extent. Since the NPRM, which contains the official text of the proposal, should be thoroughly examined before comment is made, the FAA has established procedures to improve the availability and distribution of NPRM's to encourage greater public participation in the rule making process.

If you know the Docket number and other pertinent information of a NPRM and wish a detailed specific copy, it can be secured by writing to the following address:

Federal Aviation Administration
Office of Information Services
Attn: Public Information Center, A15-230
800 Independence Avenue, S.W.
Washington, D.C. 20591

However, if you are really dedicated to your rights of expression, you can also request to be placed on a NPRM mailing list service to receive all of the NPRM's as they affect certain FAR parts, i.e., 135, 137, 61, 91, etc. This service provides for the automatic mailing of the NPRM's following publication in the Federal Register, at no charge to the public. Write to:

Department of Transportation
Distribution Requirements Section, TAD-482.3
Washington, D.C. 20590

In writing to be placed on the NPRM mailing list, you should clearly show:

(1) Title or Name
   Company or Organization
   City, State, Zip Code
   (a) Use title rather than name when the addressee is affiliated with
   a Company, association, university, state agency, etc.
   (b) The number of characters and spaces on each line should not exceed 29.

(2) The FAR part number(s) for which NPRM's are desired.

WISHEK:

According to Mayor Harry Lambrecht, this enterprising city has quite a bit of aviation activity in that Comet Aviation has 9 students flying. Loren Hehr, the chairman of the Wishek Airport Authority also announced that the Airport Authority is completing the purchase of 80 acres of land immediately adjacent to the north of the present airport. Intentions of the Airport Authority are to reorient the NW-SE runway so as to change the flight path away from the hospital and school.

He also said that a breakfast Fly-in was being planned sometime in May with the date to be announced.
NOTICE TO FINAL APPLICANTS:

Aerial Applications please take note of section 3-92.0-28 of North Dakota Century Code.
VA FLIGHT TRAINING CONTINUENCE EXPECTED:

The Veterans Administration has for some time been maintaining that the VA sponsored flight training does not serve the purpose originally intended of helping veterans secure employment or increase their earning power.

The VA, through the administration has had a bill introduced which is Senate Bill S.3109 which would terminate Veterans Administration payments to veterans for flight training expenses. Although the bill has been introduced, a spokesman for the Senate Veterans Affairs Committee has indicated that "Absolutely nothing has been done to hold any hearings" on the measure. It has also been learned that the House Veterans Affairs cited "Dim Prospects" for the bill. The reaction in the House has been negative to the Administration proposal. Another bit of good news is that the General Aviation Manufacturers Association has had a letter from Rep. Ray Roberts (D-TX) chairman of the House Committee, in which he said his committee has no plans to reconsider the VA's proposal.

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WEATHER MODIFICATION OPERATIONAL PROJECTS FOR 1976

The North Dakota Weather Modification Board has contracted with Weather Modification, Inc., Bowman, and Aviation Services, Inc., Minot, for aircraft and radar services in support of its 1976 Operational Project.

Weather Modification, Inc. will provide 9 twin-engine aircraft to be located at Devils Lake, Harvey, Cooperstown, Carrington, Robinson, Gwinner, LeMmon and Bowman; and two 5 cm radars located at Carrington and Hettinger.

Aviation Services, Inc. will provide 5 twin-engine aircraft to be located at Tioga, Parshall, Watford City, Minot and Washburn; and a 5 cm radar located at New Town.

The Board and contractors have entered into a cooperative program with the Aviation Department of the University of North Dakota to utilize student interns as co-pilots. This will allow these students to experience first-hand comprehensive instruction in cloud seeding principles and the application of silver-iodide seeding methods.

Classroom instruction includes familiarization with the university radar for aircraft and cloud tracking and for cloud formation identification. The use of co-pilots will improve the quality of cloud data and overall effectiveness of the operational project.

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NOTAM - ASHLEY MUNICIPAL AIRPORT:

Extreme caution is advisable landing during daylight hours at Ashley Municipal Airport because of fog operations on the landing areas both NS-EM. They are being narrowed in width to 150 feet from 500 feet. Lights are not available at night unless by prior arrangement until they have been moved.

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SAFETY HEADGEAR AND PESTICIDE CLASS NO. 1 FILTER AVAILABLE IN STATE

Gene Ellan of Ellan Flying Service, P.O. Box 274, Leeds, N.D. 58460 has informed the Aeronautics Commission that he is distributor of Cal-Mil, a superior custom fitted helmet plus radio headphones, Mic's and 3MM Filtering Systems. He states that as all AG pilots know that a well protected head is the best insurance against losing it. This type of fitted helmet is the answer, he said, for applying "Hot" pesticides as his firm has the only light and portable powered filtering system approved under the new T-99/9500-MSHO standard for the helmet with a quick disconnect unit. These filtering units can be moved from plane to plane in less than a minute. For more information write to Mr. Ellan at the above address or call 701-466-2719.

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COMET AVIATION OF JAMESTOWN EXPANDING SERVICES:

John Peters of Comet Aviation, Jamestown, N.D. says that his firm is now an official NOS distributor of aviation charts, with sectional in sale plus an ordering service, whereby subscriptions can be placed for sectional, enroute charts, approach charts, etc. They are now the Phillips aviation fuel vendor at the Jamestown Airport having the new low lead 100 and kerosene. Service is offered from 8 A.M. to 6 P.M. every day except Christmas and Thanksgiving. Evening service by calling 252-8209 or by prior appointment. He said that the firm is a FAA and VA approved flight school with 3 instructors, two being Instrument Instructors. They have also secured the Grumman dealership and have a Cheatah and Tiger on order with delivery to be made in the spring.

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