AVIATION NEWSLETTER
Vernon H. Baltzer, Editor
STATE OF NORTH DAKOTA

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AVIATION BILLS ACTED UPON BY THE 1979 NORTH DAKOTA LEGISLATURE

SENATE BILL #2085 - Passed and signed by the Governor. The bill appropriates $1,000,000 from the State General Fund for State-aid to airline airports, which are served by CAB certificated airlines for airport improvements in the 1979-1981 biennium. The Law also provides that the 2% excise tax on the sales price of jet aviation fuel effective July 1, 1979, will no longer be dedicated by law to airline airports for improvements, but shall be allocated by the Aeronautics Commission on a matching basis for assistance to general aviation public airports, for airport improvement projects. The Aeronautics Commission estimates that General Aviation Airports will gain about $250,000 in the biennium from this change.

The bill will provide a total of $1,000,000, for the airline airports at Bismarck, Devils Lake, Fargo, Grand Forks, Jamestown, Minot and Williston. Dickinson will be included under the bill, after it receives commuter airline service approved by the Aeronautics Commission because it was at one time served by a CAB certificated airline. Senate Bill 2085 specifically provides that all tax revenue from aviation gasoline and jet motor fuel, which is taxed at 4% of the sales price, shall be allocated by the Aeronautics Commission for airport improvements on general aviation airports, owned or operated by airport authorities or political subdivisions. Harold G. Vavra, director of the Commission estimates this amount at $641,000 in the 1979-1981 biennium. In summary, the total state aid for both airline and general aviation airports will be about $1,641,000 in the 1979-1981 biennium.

Distribution of the $1,000,000 to airline airports is by a formula in the bill. Devils Lake, Jamestown and Williston airports will report $50,000 each in the biennium. Dickinson Airport will also receive $25,000 per year if it receives scheduled commuter air service approved by the Aeronautics Commission.

The bill provides that $500,000 shall be paid each year of the biennium. The Aeronautics Commission shall determine the allocation to be made to each eligible airport and certify same to the State Treasurer on or before September 1, 1979 and the State Treasurer shall make payments to the eligible airports on or before October 1, 1979. A second payment of $500,000 will be made in 1980 for a total of $1,000,000.

The bill provides that those airline airports which are served by CAB certificated airlines, which enplane less than 20,000 passengers annually will be paid $25,000 per year or $50,000 in the biennium. Airports which enplane 20,000 or more passengers annually (Bismarck, Fargo, Grand Forks and Minot) shall be paid the balance of funds in each year of the appropriation based on its proportion of passenger enplanements to the total passenger enplanements of all airports boarding 20,000 or more passengers annually. The Aeronautics Commission shall determine the number of passenger enplanements from information published by the United States for the most recent calendar year the official information is available.

If 1977 calendar year was used, the payments to the present airline airports would be as follows:

<table>
<thead>
<tr>
<th>Airline</th>
<th>1977 Enplaned Passengers</th>
<th>Percent of Total Enplaned Passengers at Bismarck</th>
<th>Annual Distribution</th>
<th>Biennial Distribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bismarck</td>
<td>134,466</td>
<td>29.92% X $425,000</td>
<td>$127,160</td>
<td>$254,320</td>
</tr>
<tr>
<td>Devils Lake</td>
<td>4,200</td>
<td>----- Minimum Amount</td>
<td>25,000</td>
<td>50,000</td>
</tr>
<tr>
<td>Fargo</td>
<td>166,959</td>
<td>37.14% X $425,000</td>
<td>$157,845</td>
<td>315,690</td>
</tr>
<tr>
<td>Grand Forks</td>
<td>83,091</td>
<td>18.49% X $425,000</td>
<td>$78,583</td>
<td>157,166</td>
</tr>
<tr>
<td>Jamestown</td>
<td>9,359</td>
<td>----- Minimum Amount</td>
<td>25,000</td>
<td>50,000</td>
</tr>
<tr>
<td>Minot</td>
<td>64,933</td>
<td>14.45% X $425,000</td>
<td>$61,412</td>
<td>122,824</td>
</tr>
<tr>
<td>Williston</td>
<td>3,500</td>
<td>----- Minimum Amount</td>
<td>25,000</td>
<td>50,000</td>
</tr>
<tr>
<td>TOTALS</td>
<td>472,508</td>
<td>100.00% X $500,000</td>
<td>$500,000</td>
<td>$1,000,000</td>
</tr>
</tbody>
</table>
SENATE BILL #2449—Passed and signed by the Governor with emergency clause. Senate Bill 2449 permits the electors of any Township to vote at the annual township meeting to levy a tax for the purpose of supporting an airport or an airport authority in an amount not exceeding four mills on the net assessed taxable valuation of the township. Such levy shall be in addition to any mill levy limitation provided by law.

The bill provides that such a Township airport mill levy shall not apply to any city, park district or other taxing district that already has an airport levy. The only time during the year that township taxes may be voted upon and approved is at the annual meeting which is the third Tuesday of March. The bill had an emergency clause attached and passed by a greater than 2/3 vote in both the House and Senate and therefore became law immediately upon the signature of the Governor.

Several airports in Cass County have created regional airport authorities combining the taxing resources of a city and several nearby townships. The purpose was to support an airport. Until Senate Bill #2449 was passed, organized townships in North Dakota did not have the power to levy a tax on the township taxable property for airport purposes. Cities, park boards and counties have for many years, had the power to levy a 4 mill tax on all taxable property to support an airport or airport authority. The passing of Senate Bill #2449 extends taxing power down to the individual townships, if they elect to exercise it.

SENATE BILL #2043—Passed and signed by the Governor. This bill directs the North Dakota Weather Modification Board, a division of the Aeronautics Commission, to establish a program of weather modification research in North Dakota. The bill provides that the State Weather Modification Board shall supervise and coordinate all research development in the State. The bill appropriates $50,000 from the state general fund and $2,000,000 in federal funds for such purposes. The bill provides that before the $50,000 in state funds may be expended, that the Board must get approval of the Legislative Council budget committee.

HOUSE CONCURRENT RESOLUTION NO. 3086—Passed by both the House and Senate. This resolution urges the Federal Aviation Administration to abandon its proposed controlled visual flight rule regulations. The FAA proposed rule would lower the "floor" of the continental positive control area (PCA) from 18,000 feet to 10,000 feet east of the Mississippi River and over a portion of the State of California and 12,500 feet west of the Mississippi River and over the remaining portion of California. The FAA proposed rule would require VFR pilots to file flight plans, obtain authorization to enter the PCA, adhere to controller instructions, comply with ATC instructions and have equipment now required for operation in Group 1 TCA's, including transponder and enclosing altimeter, all of which according to the "Resolution" would increase general aviation costs. The resolution says the FAA proposed rule is being fostered in apparent disregard of the importance of general aviation to the national interest and the interest of the people of North Dakota. The resolution directs that copies be sent to the FAA for inclusion in the record of its proposed rule making and to the North Dakota Congressional delegation.

HOUSE BILL #1100—Bill defeated by the House of Representatives. House Bill #1100 would have required any person who erects or adds to a building, structure, or tower of any kind, extending more than 500 feet above the highest point within a one-mile radius from the structure, to install strobe lights on such tower or structure, in a manner as prescribed by the State Aeronautics Commission. House Bill #1100 was strongly opposed by the TV and radio broadcasting industry in North Dakota, who alleged the cost would be excessive for both the equipment and cost of maintenance. There are 25 towers in excess of 500 ft. above ground in North Dakota at the present time.

ENJOYABLE EASY READING

If you are a World War II type, or for that matter, any pilot who enjoys reading about USAF Combat Aircraft and first hand accounts of pilots that flew them, you will want to read authoring Combat Aircraft of the USAF - USAF Vol 2" published by Iowa State University Press, Ames, Iowa, 50010 at $11.95 per copy. I loaned out my copy to a few younger pilots in the 25-30 age bracket and they all said that they enjoyed the book and wanted to talk to the machines and accounts of the pilots that flew them. Personally, the book was a nostalgia trip for me, especially on the B-24 Liberator and today I learned that of 18 B-24s built, only seven remain flyable, what a waste. The book is also available through bookstores.

Editor — N.D. Aviation Newsletter
The U.S. Civil Aviation Safety records for 1978 have been released by Chairman James B. King of the National Transportation Safety Board. Chairman King revealed that calendar year 1978 produced a mixed operation with total and fatal accident safety improved over the previous year, but general aviation safety declined.

In U.S. general aviation, including air taxi and commuter operations there were 4,609 total accidents, 795 fatal accidents, and 1,690 fatalities. This compares with 4,286 total accidents, 702 fatal accidents, and 1,436 fatalities in 1977.

Mr. King expressed concern that the 1978 general aviation records reveal an 8 percent increase in total accidents, a 13 percent increase in fatal accidents, and an 18 percent increase in fatalities. North Dakota suffered one of its worst accident records in history in 1978 with 12 fatalities. Of the years grand total of 21 aircraft accidents, seven of these produced the fatalities. The seven fatal accidents occurred during the first seven months of the year.

Factors involved in these seven fatal accidents are:
- Stall/spin, alcohol, weather (heavy snow showers), weather (low visibility & ceilings), stall, low-level flight - hit powerlines, unknown (night occurrence).

Men differs from other animals in that he has the capacity to learn from another's mistake. Let resolve not to be the type to have to make all of the mistakes ourselves.

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**NAME** **DRAWN** FOR **LINEUP** IN **1979 HUGHES AIRWEST AIR RACE CLASSIC**

The second annual Hughes Airwest Air Race Classic, the nation's premier aviation event for women, is revving up for another transcontinental run. The 1979 event -- marking the 50th anniversary of women's air racing -- will feature a theme based on nostalgia.

Bobbi Trout of Carlsbad, Calif., a contestant in the first women's air derby in 1929, drew the starting numbers for the early entries at a gathering in Santa Monica recently. Velda King Mapelli, president of the classic, presided.

Laura Little of San Diego and her co-pilot, Vi Chambers of El Cajon, flying a Cherokee 140, were picked number one for take off.

The annual competition was carried on for 30 years as the Powder Puff Derby. When it was announced that the 1976 race was the last Powder Puff, 350 women pilots from throughout the nation organized the first Air Race Classic in 1977. It was renamed the Hughes Airwest Air Race Classic last year in recognition of the airline's sponsorship.

This year, they'll be flagged off June 16 from the Municipal Airport in Santa Monica. Flying under visual flight rules in daylight hours, the entries will have four days to cover the twisting course - Sacramento, Calif., Klamath Falls, Ore., Walla Walla, Wash., Great Falls, Mont., Sheridan, Wyo., Bismarck, N.D., Minneapolis, Minn. and reach Milwaukee, Wis. by the June 19 deadline.

The race is open to modern model aircraft of 145 to 570 horsepower, from the gentle Cessna Skyhawk to the lusty Beech Baron.

Ability to apply knowledge of plane, wind and weather will determine how trophies and more than $20,000 in cash awards are shared. This year, carrying forward the momentum, the race has attracted a 40 first-day entries. More than twice that number are expected by the April 23 deadline for entering.

The event is open to all members of Air Race Classic, Ltd., an organization of licensed women pilots. All have an equal chance, regardless of airplane size or power. Each aircraft type is assigned a handicap speed based on its performance capabilities. Victory goes to the pilot who exceeds the handicap speed by the widest margin over the transcontinental course.

Each pilot must hold a private pilot's license or higher rating and have 250 hours of flight time, including 100 of cross-country time. If there's a co-pilot aboard, she must have at least a private pilot's license. Either pilot or co-pilot must be instrument rated.

All ladies of the Ninety-Nines, the international organization for women in aviation, will assist along the route, timing planes between points and arranging overnight accommodations for their crews.

The race has been described as the world's most sophisticated test for women pilots -- a true evaluation of ability to operate an aircraft precisely and use its capabilities effectively while applying skills in navigation and meteorology. Entry is by invitation to all members of Air Race Classic, Ltd. Membership in ARC is open to all licensed women pilots upon payment of a $10 initiation fee. Annual dues of $4. will entitle a member to an entry kit for the 1979 race. Inquire: Air Race Classic, Ltd. 2188 Palomar Airport Rd., Carlsbad, Calif. 92008 telephone: 714-438-5179.
**DATA PROTECTION AND COMMUNICATION SECURITY REQUIREMENTS**

Your application may be rejected if it is not adequately completed. Incomplete applications will not be accepted. To date, 180 day notices have been sent to all departments. Department heads and their representatives are reminded to submit completed applications by the deadline.

**ADDRESS CHANGES**

You must update your address with the local Post Office if your address changes. This must be done within 30 days of the change. Failure to do so may result in disqualification.

**CONTACT INFORMATION**

If you have any questions or need additional information, please contact the Office of Personnel Services at (555) 123-4567.
1. Most stall/spin accidents occur during practice of intentional spins:
   a. during practice of intentional spins
   b. in the traffic pattern (takeoff, approach and landing, go-around)
   c. when practicing intentional spins in aircraft not certified for them
   d. when practicing stalls

2. A significant factor which may cause inadvertent stalls is:
   a. distraction
   b. too lean mixture
   c. instrument failure
   d. darkness

3. About what percentage of fatal or serious accidents involve a stall/spin?
   a. 25%
   b. 50%
   c. 25%
   d. 60%

4. An aircraft wing will always stall when:
   a. the indicated airspeed is below the power-off stall speed
   b. the angle of attack is greater than the stall angle of attack
   c. the calibrated airspeed is below the power-off stall speed
   d. the pitch attitude is nose-up

5. A stall can occur under all conditions except which of the following?
   a. in a dive
   b. inverted
   c. at high airspeed
   d. at zero angle of attack

6. An increase in aircraft weight:
   a. causes the stall speed to increase
   b. causes the stall speed to decrease
   c. will not affect the stall speed unless the center of gravity moves
   d. will not affect the stall speed except with the flaps down

7. A spin:
   a. is a maneuver similar to a spiral in that it occurs at high airspeed in a steep bank and with a high rate of turn
   b. never occurs when full power is being used
   c. requires about the same altitude as a stall for recovery
   d. is a complex motion in which a stalled airplane is rotating and losing altitude rapidly

8. Which of the following is true? In a spin:
   a. the airspeed will be near the stall speed
   b. the turn needle will indicate opposite to the direction of the spin
   c. the ball indicator will always deflect in the direction of the spin
   d. the engine will stop

9. Which of the following are necessary to enter a spin?
   a. full rudder and aileron
   b. full back elevator and full aileron
   c. a stalled wing and a yawing moment
   d. a stalled wing and full power

10. Intentional spin entry requires:
    a. full nose-up elevator deflection and full rudder in the direction of the spin
    b. full power
    c. rudder and aileron cross controlled

11. Spin recovery is made by:
    a. applying full power and forward wheel
    b. reducing power to idle and rudder against the rotation followed by forward wheel
    c. applying forward wheel followed by aileron against the spin
    d. applying full forward wheel followed by coordinated rollout

12. Accidental stalls are more likely than intentional stalls to be followed by a spin because:
    a. the pilot is not expecting the stall
    b. the airplane is likely to be yawing in an unintentional stall
    c. both of the above
    d. neither of the above

13. An airplane stalled in a left turn tends to spin:
    a. to the left
    b. to the right
    c. cannot be determined from information given
    d. in a direction dependent on rudder position when the plane stalls

14. In a skidding turn to the left the ball indicator is deflected:
    a. to the left
    b. to the right
    c. in direction of applied rudder
    d. none of the above

* * * *
The request to me the FAA at this time is a major decision for the FAA's Regional Air Traffic Control Center. The FAA, in conjunction with the DOT's Office of Air Traffic, has decided to implement a number of changes to improve air traffic control operations. These changes include the following:

- Implementation of new procedures for handling airspace requests.
- Increasing the use of automation in the control room.
- Enhancements to the communication system.
- Implementation of new technology for improved situational awareness.

These changes are being implemented in phases, with the first phase due to be completed by the end of June. The FAA has been working closely with the DOT and other stakeholders to ensure a smooth transition to these new procedures.
AIRMAN'S INFORMATION MANUAL (AIM) PARTS 2 AND 3 DISCONTINUED (AN UPDATE)

After nearly 14 years, the Federal Aviation Administration is terminating the publication of Part 2 "Airport Directory" and Part 3 "Operational Data and Special Notices". They will be combined in a new seven volume issuance titled "Airport Facility Directory". The new volumes will be produced and sold by the National Ocean Survey. All seven volumes will be in full production by May 18, 1978. This conversion of AIM Parts 2 and 3 does not in any way affect the issuance of the other parts of the Airmen's Information Manual. Parts 1, 3a, and 4 will continue under their present subscription service. The above statement said that the seven part volume will be in full production by May 18, 1978. It may be possible to cover the seven volumes per year. The next volume will be in May 1978.

The U.S. is divided into 7 regions with numbers assigned to each. If you don't have the numbers, confound them by specifying by name only. Prices are $10.00 for first volume, $2.75 for each additional volume after first two will cost $5.00 each. They are printed in a bound 5" X 10" throwaway six times a year. Regions and some numbers are as follows:

- 10704 - North Central (ND; SD; Neb; Mo; KS; IA; Mn)
- 10703 - East Central (Wis; Mich; Ill; Ind; Ohio)
- Southwest - (Nev; Calif; Utah; Colo; Ariz)
- Southeastern (New Mex; Tex; Okla; Ark; La)
- Southeast (Fla; Ga; Tenn; N; Carol; S; Carolina; Ala; Ga; Miss.)
- Northeast (Maine; Ver; Mass; Conn; Pa; N; Va; Del; Md; N.H.)
- Northwest (Wash; Ore; Mont; Idaho)

**ELT EMERGENCY** (From GADO #4 March Newsletter)

*URGENT* To all aircraft operators. The long awaited Airworthiness Directive on all lithium powered Emergency Locator Transmitters was finally issued effective February 26, 1979. Any ELT with a lithium battery must be removed from the aircraft before March 22, 1979. The aircraft may then be operated for 186 days without the ELT provided the entry and placard has been made as required by FAR 91.52(f)(10)(ii).

Since the AD was issued, we have received a report of toxic fumes venting from a lithium battery which resulted in pilot incapacitation. Therefore, it is recommended that all lithium powered ELT's or any other lithium powered equipment be removed from the aircraft IMMEDIATELY.

Check with your mechanic or this office if you desire any more details. Incidentally, if you have any doubt about the type of battery installed in your ELT, remove it until a positive determination can be made.

ATTENTION ALL PILOTS ESPECIALLY AERIAL APPLICATORS IN NEW ROCKFORD AREA - FOX FARM

Scott Stafford, who lives 4 miles south and ½ mile west of New Rockford, has a Fox farm there and he is very concerned about low flying aircraft over his kennels. The pupping season is from the 1st to the 15th and if a female fox is startled and disturbed, it can cause her to kill her pups.


**WANTED:** Experienced spray pilot wants work in the months of June and July. Contact Wally Kraft, Fargo, N.D. 701-235-2643.

**FOR SALE:** 1940 Luscombe 8A, 60 SMOH on A-65, rebuilt in 79 with new conic engine on wings, new Enroid paint, new glass, interior, brakes, very clean. Craig Elg, P.O. Box 715, Rhinelander, Wis. 54501 or 715-369-3131, or 282-5558.

**FOR SALE:** 1976 Cardinal II, 975TT. Robert A. Brown, One owner since dealer, 3rd Ave. N.W., Valley City, N.D. 58072 or 701-845-2910.