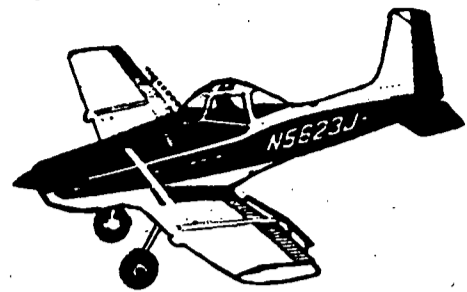


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RELATIVE WIND

The Official Publication Of
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Association And Carrying The
Official News Of The North
Dakota Aeronautics Commission.



Vol. 1 - No. 9

May 1980

Wahpeton, ND 58075

Aimed at your wallet

Debate on tax proposal underway

By Patricia J. Estes

The question has all the makings of a lively debate with all sides able to score some points.

At issue, for the aviation industry, is the question of just and fair taxation, according to NDAA officials.

On October 1 of this year the current Airport and Airway Trust Fund will expire. Certain excise taxes such as the ticket tax, waybill tax, fuel tax, etc. which are now deposited into that fund are due to expire or slated for reduction on July 1.

While an optimistic handful of aviation industry members might have hoped expiration might mean the end of this tax program, the idealistic few probably hoped it would simply be renewed at its current level.

The realistic majority realized, perhaps, that expiration of such a tax just provided the opportunity for increasing the amount under the new law.

The reality turned out to be a proposal by President Carter not only to increase the level of tax but to add a new tax.

The Carter White House has proposed a new six per cent excise on BOTH aircraft and

avionics plus a 10 per cent ad valorem tax on aviation fuel.

President Carter's budget for Fiscal Year '81 recommends extension of the ticket and waybill tax beyond the expiration date but at the same rate.

In addition, the Administration is asking for more than a \$1 billion allocation from that Trust Fund to pay for operations and maintenance expense of the FAA!!!

What is general aviation currently paying and what is the history of these taxation programs?

Currently, general aviation has one form of taxation that is reminiscent of a truck license.

A fee of \$25. per year plus two and a half cents per pound over 2,500 pounds of airplane weight is levied.

The fuel tax is seven cents per gallon with three cents going directly to the aviation Trust Fund.

There is now \$5 billion in the trust fund. The objective of that Trust Fund, according to NDAA officials, was to provide funding for airport improvement projects. However, for whatever reason, the fund accumulates faster than it is allocated.

That Trust Fund invested in today's money market would produce revenue of \$450 million annually, one aviation expert suggested.

Allocation of that money, however, would not become more efficient unless a study was undertaken to discover the bottlenecks in the system.

"There are those who say general aviation is not paying its fair share for use of the airways and equipment etc.," states Jack Daniels, NDAA executive secretary.

Those sharing that viewpoint, Daniels continued, say that general aviation only pays \$14 million in taxes annually but uses \$200 million in services, facilities and equipment.

The opposing viewpoint, Daniels continued, strongly suggests that general aviation would be unfairly taxed to pay for services, equipment, etc. that only 10 per cent of its people use. Ninety per cent of the equipment, services etc. are not used or needed by most of general aviation.

It is only ten per cent, such as

Look for your next
issue of
Relative Wind
in early June.

Officers elected

The Aeronautics Commission during its April meeting, elected a new slate of officers for the next twelve months:

Nicholas F. Schuster, Fargo, Chairman; Ward Whitman, Robinson, Vice Chairman; Jack K. Daniels, Williston, Secretary. Other members of the Commission are John D. Odegard, Grand Forks and Alfred C. Pietsch, Minot.

Registration deadline

Thursday, May 15th is the deadline for state registration of aircraft for 1980, according to Harold G. Vavra, director of the State Aeronautics Commission.

To date, 1,350 civil aircraft have been registered with the State Aeronautics Commission.

Vavra estimated as of mid-April, that there are 300 remaining aircraft owners in North Dakota who have not applied for 1980 state registration of their aircraft, which is required by state law.

Aircraft registration applications postmarked after Thursday, May 15th, are subject to delinquent penalties, Vavra said.

Important memo-immediate action

Runway and ramp asphalt pavement cracking

By Vernon H. Baltzer, Aeronautics Commission

Now—that spring is here, have any of you walked your runway to inspect them, also the ramps that you are responsible for?

We suggest that this be done and more than likely, you will be appalled at the size of and amount of stress cracking and possible base failure you will discover, and now is the time to repair. To give you a little background and to better understand flexible asphalt pavement, remember that:

Flexible asphalt pavement is made with a heavy tar that is used to cement suitable aggregate together. To make these heavy tars workable, they are cut (thinned) with distillates which will in time evaporate. This evaporation of the distillates, as it leaves the asphalt pavement, causes it to shrink and this shrinkage causes great stress. This stress is further accentuated by cold weather contraction of the pavement section and if a crack is already there, it will widen it or if no crack is there, a new one will form. Now is the time to fill these cracks because they are open the widest. As the pavement is heated up by the sun, it will elongate and close. If the cracks are not sealed, water will enter and soften the base material which will then fail to support the asphalt and since it is not supported in the area of the crack, the asphalt

will break or spall downward.

Cosmetizing the runway with an armor seal will not remedy anything, unless all cracks are first filled, and the ones where the base has already failed and spalling has occurred is repaired. This repair will consist of digging out the softened base and replacing it with suitable, well compacted material. If a large quantity of base is removed, it may be desirable for economic reasons to replace with a suitable gravel aggregate. A cold mix of asphalt as well as a hot plant mix can be used if the amount of base removed is not extensive.

Remember gentlemen, most of the asphalt in the majority of the runways in the state cost in the range of \$40.00 to \$80.00 a ton, while the going price is now roughly \$200.00 per ton, so good maintenance is a must.

If your city is set up with a hot tar kettle, get them to do it for you and insist on a good job even if you have to go over it twice. Your next best bet is if your city does not have the equipment, try the N.D. Highway Department or the county may have a crew. Someone should be around to insure that a good job is done. They, the crews, can be in and out in half a day, so coordinate. Crack sealing can also be done using a cold asphalt emulsion, thereby eliminating the heated kettle.

New aviation company forms

Peter Hall has announced formation of a new aviation company at Hector Field, Fargo.

Executive Aviation, Inc. took over the offices and operation of Pro Aire Services, Inc. on Feb. 1. On Feb. 22 the firm received its Air Carrier Certification from the FAA.

Currently Executive Aviation, Inc. is offering Charter/Air Taxi; Air Amulance; flight instruction; pilot service and fuel service with Mobil 80 and 100 Oct. avgas.

The firm is a Cessna Pilot Center but not a Cessna dealer although sales of new and used aircraft are part of the operation.

Hall, president of the firm, has a background in aviation, having logged a number of years as a flight instructor, charter pilot and chief pilot for companies in N.D.

Hall commented he has faith in the market for the new firm and in growth for it in the future.

Continued on Page 2

From Your President

By Bill Beeks, NDAA President

It is my sad duty to report the passing of a charter member of the North Dakota Aviation Association. My father, Clifford H. Beeks died unexpectedly on March 14. He was one of a group of five that started meeting together in the winter of 1946, and incorporated as the North Dakota Aviation Operators, Inc. in 1948. He served in office, including president for a number of years, and was instrumental promoting the association and aviation in North Dakota throughout his career.

Of current interest to us at the present time is the Carter Administration's proposed 6 percent tax on new general aviation aircraft and the 10 percent tax on avgas. It appears that they are trying to strangle general aviation by taxing us to the point where we will be unable to compete in the marketplace for our services. It is time for more of us to be heard in Washington in an effort to save our businesses. Please write to our Senators and Congressman and express your views on the effects of these taxes. If we make enough noise we will be heard.

On the brighter side, aviation fuel production is up. What appeared to be an extremely bleak situation two months ago has improved somewhat, but we must still watch for distribution problems. Hopefully we will all be able to make it through the season with a minimum of problems of this type.

We owe a great debt of thanks to Harold Vavra for his response to the Friends of the Earth Petitions. I have confidence that it should keep them under control for a good long time if not stop them in their tracks.

From Page One

Tax proposal

the big corporations with larger planes, which use and need these facilities to operate.

The ten per cent ad valorem tax on aviation fuel is a real cause for concern, Daniels noted. The current tax is a set seven cents. A percentage tax escalates in effect with the price of fuel. Furthermore that percentage tax is not just on the fuel but a percentage of existing taxes already levied on the fuel. Thus users would pay a tax on tax.

Those in the aviation industry already trying to cope with inflation, rising fuel costs and scarcity of fuel would be heavily burdened by this ten per cent ad valorem tax structure, industry officials suggest.

Echoing the concern of local and state aviation industry people is the National Air Transportation Association (NATA).

That body is urging its members to make contact with the House Ways and Means Committee members before that committee acts on this measure.

The House Budget Committee has essentially adopted the Administration proposal, and has recommended that the Committee on Ways and Means approve a substantial increase

in general aviation excise taxes.

The Senate, on the other hand, has rejected the entire proposal. Meanwhile again over on the House side, the House Public Works and Transportation Committee has indicated a favorable attitude toward Carter's approach.

Time is of the essence in contacting your Congressmen, Senators and the members of the House Ways and Means Committee. NATA suggests phone calls, telegrams, and personal visits where possible. If not, a well-written, timely letter is also useful.

In communicating your concerns, be brief, NATA suggests. Build your statement around the following points:

—The proposed tax increases are extremely inflationary.

—Take a long look at Wichita and Lock Haven and the substantial employment cutbacks that have already taken place.

—Increased taxes will cause great harm to an industry that has already been hard hit by high interest rates and scarcity of financing, and increased fuel costs.

—There is no rational or logical reasons that can justify any increase of taxes on the

users of the airport and airway system of the U.S.

—The Senate has already rebuked the Administration proposal—the House Ways and Means Committee has taken similar action.

—Explain your own "back home" situation—impact on the local economy, loss of jobs, increased burden on the welfare roles, etc.

—Urge holding the line on current tax levels by using the enormous Trust fund surplus.

—Ask Committee members to vote against the Budget Committee recommendation supporting the Administration proposal.

Here are the members of the Ways and Means Committee:

Hon. James C. Corman
14545 Friar Street
Van Nuys, CA 91411

Hon. John H. Rousselot
735 West Duarte Road
Arcadia, CA 91006

Hon. Fortney H. Stark
7 Eastmont Mall
Oakland, CA 94605

Hon. William R. Cotter
Federal Building
450 Main Street
Hartford, CT 06103

Hon. Louis A. Bafalis
106 Federal Building
Ft. Meyers, FL 33901

Hon. Sam M. Gibbons
510 Federal Building
500 Zack Street
Tampa, FL 33602

Hon. Edgar L. Jenkins
307 Selvidge Street
Dalton, GA 30720

Hon. W. Wyche Fowler
425 William Oliver Building
32 Peachtree Street
Atlanta, GA 30303

Hon. Cecil Heftel
300 Ala Moana Boulevard
Room 4104
Honolulu, HI 96813

Hon. Philip M. Crane
1450 So. New Wilke Road
Suite 101
Arlington Heights, IL 60005

Hon. Dan Rostenkowski
2148 N. Daman Avenue
Chicago, IL 60647

Hon. Martin A. Russo
4526 W. 95th Street
Oak Lawn, IL 60453

Hon. Andrew Jacobs, Jr.
46 E. Ohio Street
Indianapolis, IN 46204

Hon. W. Henson Moore
236 Federal Building
750 Florida
Baton Route, LA 70801

Hon. James M. Shannon
11 Lawrence Street
Lawrence, MA 01840

Hon. William Broadhead
24261 Grand River Avenue
Detroit, MI 48219

Hon. Guy Vander Jagt
950 W. Norton Avenue
Muskegon, MI 49441

Hon. Bill Frenzel
180 Federal Building
110 So. Fourth Street
Minneapolis, MN 55401

Hon. Richard A. Gephardt
3470 Hampton Avenue
St. Louis, MO 63139

Hon. Frank J. Guarini
319 Broadway
Bayonne, NJ 07002

Hon. Barber B. Conable
311 Federal Building
100 State Street
Rochester, NY 14614

Hon. Thomas J. Downey
4 Udall Road
West Islip, NY 11795

Hon. Charles B. Rangel
1651 Lexington Avenue
New York, NY 10029

Hon. James G. Martin
248 Jonas Federal Building
Charlotte, NC 28232

Hon. Bill D. Gradison, Jr.
8008 Federal Building
550 Main Street
Cincinnati, OH 45202

Hon. Charles A. Vanik
U.S. Courthouse
Cleveland, OH 44114

Hon. James R. Jones
4536 Federal Building
Tulsa, OK 74103

Hon. Al Ullman
530 Center Street
Room 330
Salem, OR 97301

Hon. Raymond F. Lederer
10126 Federal Building
600 Arch Street
Philadelphia, PA 19106

Hon. Richard T. Schulze
2 East Lancaster Avenue
Paoli, PA 19301

Hon. Kenneth Holland
P.O. Box 272, CSS
Rock Hill, SC 29730

Hon. John J. Duncan
318 Post Office Building
Knoxville, TN 37902

Hon. Harold E. Ford
369 Federal Building
Memphis, TN 38103

Hon. William R. Archer
7501 Federal Office Building
515 Rusk Street
Houston, TX 77002

Hon. J.J. Pickle
763 Federal Building
Austin, TX 78701

Hon. Joseph L. Fisher
450 W. Broad Street
Falls Church, VA 22046

NATA would like to know who you contact and how, plus your results. They ask that you send a copy of your message to NATA. Copies of written responses from Congressmen etc. are also requested.

Send that information to: National Air Transportation Association, Inc., 1010 Wisconsin Avenue, N.W., Washington, D.C., 20007

But make those contacts today, NATA and your NDAA officials urge. Tomorrow it may be too late and all you'll be getting is a tax bill.

Allied Industry Membership Application

National Agricultural Aviation Association
Suite 459
National Press Building
Washington, D.C. 20045

We recognize the importance of NAAA to the agricultural aviation operator, the direct and indirect benefits to our business resulting from NAAA's services, and wish to add our support to NAAA through Allied Industry Membership.

We enclose our check for tax-deductible dues, for one calendar year, computed as follows: Our business is (Check one):

1 to 10 employees \$165.00 11 to 50 employees \$245.00
 51 to 100 employees \$330.00 Over 100 employees \$480.00

Person to be on Mailing List:

Company Name

Street or P.O. Box

City

State

Zip

Date



From Your Secretary

By Jack Daniels, NDAA Secretary

Question? How many of you took the time to respond to C.A.B. Economics Regulation Docket No. 37531, EDR 395?

Question? How many of you know what I am talking about in the question above?

Both of these questions deal with the proposed insurance requirements of the C.A.B. on "On Demand" air taxi charter operators.

Information received by me from N.A.T.A. headquarters indicates that there have been far too few responses to this proposal. The proposed rule will be enacted by default for lack of industry concern.

This means that you are now carrying coverage in excess of \$300,000 per passenger seat for 75 per cent of the seats in your charter aircraft, have \$2 million in public liability coverage, and \$1 million in property damage now, or you have counted on letting George do the job for you.

The comment deadline was April 15, 1980. What did you do to protect your interests on this issue.

Some of you might well believe that your membership in NDAA, NAAA, NATA or some other group is designed to do all these things for you. Wrong!!!!

All these various associations can do is keep you informed of what is coming down the tube and respond as a single entity. When the responses are counted and evaluated, each association response is a single reply.

Each of you must respond to these issues as individual small business owners and operators and get the attention of the rule writers by a demonstration of numbers.

I have responded to this proposed rule as an individual, as your association secretary along with the North Dakota Aeronautics Commission. What have you done?

To those of you who feel, "I don't have time to keep track of all this," I might suggest that you would keep close track of an aircraft sales deal that involved as little as \$10,000.

Action such as that proposed in Docket No. 37531, EDR 395, could involve three times that amount annually in insurance premiums.

You can no longer enjoy the luxury of letting George do it. You are going to have to "Do It Yourself!"

Aeronautics Commission approves state airport aid grants to 13 airports

The North Dakota Aeronautics Commission, during its April meeting in Bismarck, approved airport-aid grants from state funds for 13 general aviation airports for improvements totaling \$148,750, according to Harold G. Vavra, Director.

The largest grants were \$35,450 to pave a runway at the Beach Airport, \$40,000 to extend and pave a runway at Valley City and \$26,250 for runway paving at Enderlin, N.D.

Other airports receiving state grants were:

Bowbells—\$7,800 to extend a runway;

Lisbon—\$7,500 to pave a ramp and taxiway;

Kenmare—\$6,250 to pave an apron;

Leonard—\$6,000 to pave a taxiway and apron;

Bowman—\$6,000 for a jet fuel storage facility;

Rolla—\$5,000 for non-directional beacon;

Cooperstown—\$3,000 for a non-directional radio beacon;

Rugby—\$2,500 to pave an extended apron;

Hillsboro—\$1,500 for runway lights;

Mott—\$1,500 for a snowplow.

All of the grants were made on a matching basis wherein the local airport pays for 50 per cent of the total cost of the improvement with the State Aeronautics Commission providing 50 per cent of the total cost.

The State Aeronautics Commission receives its share of the moneys from a 4 per cent user excise tax on the sale of aviation gasoline and jet motor fuel in North Dakota, Vavra said.

RELATIVE WIND

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Place your ads in Relative Wind

To place an ad in Relative Wind, contact Richard Estes at 701-642-1501 or write to him at Prairie West Publications, Box 832, Wahpeton, N.D. 58075.

Oklahoma Aircraft Dealers Association

The 5th Annual Manufacturer's Trade Show will begin on Thursday, June 19, 1980 at 9:00 a.m. Exhibitors must set up on Wednesday, June 18. Practically all component representatives, air conditioner manufacturers, paint, interior, radios, insurance, finance, advertising, new aircraft, and helicopter representatives will be present.

The auction will begin Friday, June 20, promptly at 10:00 a.m. Approximately 50 per cent of the aircraft will be sold that day then stop for the evening festivities. The auction will begin again Saturday, June 21 at 10:00 a.m. and run until finished. As in the past, only Dealers can buy . . . but

ANYONE can sell. Best of all, there will be no sales commission charged, only a nominal entry fee!

If you have an airplane to sell, or you want to buy, be here. There will be J3 Cubs through Jets; and, if you don't believe it, ask someone who has been here!

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For information and further details, contact: Patsy Brock, 405-787-0872 or Oklahoma Aircraft Dealers Association, P.O. Box 32129, Oklahoma City, Oklahoma 73132.

Actual Results of 1979 Auction and Trade Show

Sponsored by The Oklahoma Aircraft Dealers Association

Auction

Number of Aircraft Entered To Cross the Auction Block:	228
Total Dollars of Aircraft Available for Sale:	\$10,000,000.00
Total Dollars of Aircraft Sold or Traded:	\$ 3,508,720.00

Trade Show

Number of Booths Filled:	60
Total Dollar Amount of Goods Sold at Trade Show from Booths Surveyed (38 Booths Surveyed)	\$ 726,000.00
Total Known Business Conducted At Auction and Trade Show:	\$ 4,234,720.00

JAMESTOWN AVIATION, INC.



CESSNA SKYHAWK

1976 CESSNA 182 II

1586 TT, 50 SMOH, 2-KX-170B's, KMA 20 Audio Panel w/3 LMB, KR 86 ADF, KT 76A X-ponder, GS, EGT, Carb, Air Temp., LH Articulating Seat, T-Windows, Quick Drain, Winter Kit, RH Hinged Window, LR Fuel, 200A-Pilot, NDH, Aug. Annual, Green/White, Green Interior. N9886M

\$32,500.00

1977 PIPER LANCE

400 TTSN, 2-KX-170B's, KMA-20 Audio Panel w/3 LMB, GS, KT-76 X-ponder, KN-65 DME, III B A/Pilot w/couplers, Conference Seating, EGT, LR Fuel, Tinted Windows, Elect. Trim, HD Brakes & Tires, Sound Proofing, GSP, New Annual, NDH, One Owner, Brown/Gold, Brown Indian Interior. N5661F

\$59,500.00

1977 PIPER LANCE

505 TTSN, Narco IFR Package, DME 190, III C A/Pilot, Executive Group, Deluxe Conference, GSP, Sound Proofing, Tinted Windows, HD Brakes & Tires, LR Fuel, NDH, Gold/Red/White, Red Interior. N3NB.

\$63,500.00

1979 CESSNA 172 II

491 TTSN, 300 Nav/Com, 400 G.S., 300 ADF, 300 X-ponder, 400 MB, RH Hinged Window, Rear Seat Vents, Hobbs, Courtesy Lights, GSP, LR Tanks, NDH, Winter Kit, LH Articulating Seat, New Annual, Green/Tan/White, Green Int. N2487E NDH

\$ Call Us

1978 SKYHAWK 172

TT650 hrs, IFR.

\$22,500.00

1978 CESSNA 182RG II

990 TT, 720 Nav/Com, GS, 300 ADF, 300 X-ponder, 200 A/Pilot, Post Lights, Courtesy Lights, Rear Seat Vents, Hobbs, RH Hinged Window, Winter Kit, Marker Beacons, Blue/White, Blue Interior. N7369X NDH

\$45,000.00

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PIPER PAWNEE BRAVE

1979 PIPER TOMAHAWK

160 TT, KX-170B, KT-78 X-ponder, Pilot Heat, Post Lights, ELT, Brown/White, Tan Interior. N2589C NDH

\$ Call Us

1980 PIPER ARCHER II

68TT, KX-170B, KN75 GS, KMA 20 Audio Panel, KR 86 ADF, KT-78, X-ponder, Executive Interior, Strobes, GSP, EGT, III B A/Pilot, Sound Proofing, OH Vents, Tinted Windows, Black/Gold/White, Gold Interior. N8114H NDH

\$43,500.00

1970 PIPER NAVAJO B

3300 TT, 1050 SMOH, L&R, 2-KX-170B's, KR-85 ADF, KT-76 X-ponder, 190 DME, KNX 40 Radar, III C A/Pilot with couplers, GS, C Pilot Instruments, C Pilot Brakes, Cabin Divider, Executive Tables L & R, Toilet & Bar, Oxygen, Tinted Windows, Floor Runner, Full DEICE, Hot Windshield, Stobe, 8 Seats, Nov. Annual, Blue/Red/White, Red Interior, NDH N6647L

\$125,000.00

1979 PIPER AZTEC

245 TTSN, King Silver Crown, Flight Director, HSI, 25 Amp, ELT, EGT, Aux. Fuel Tanks, Wing Insp. Lights, Tinted Windows, Encoding Altimeter, KN 65 w/KI 266 Ind, DME, KA 38 DME Hold Switch, Red/Gold/Black, Black Interior. NDH N2510M

\$165,000.00

1978 BRAVE 375

150 TT Each, Hi Density Combo, Less Spreader, Side Load (Both), Spray System Shut Off, Spray System Suction Strainer, Nav & Strobe Lights, Landing & Taxi Lights, Inst. Lights, Cabin Heater, Aux. Power Recep, Left Step, Assist Handle, NDH, Red/White, Like New

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NDAAs Report

By Robert D. Wood, NDAAs Director

March 18, 1980

Congratulations, North Dakota has 34 NAAA Members. We're seventh in the Nation. Let's continue to move up the ladder until we're number One.

NAAA has a Workers Comp Plan in full force now for its Operator Members. You may want to consider this plan. If you are interested call the NAAA office in Washington for details. Phone 202-638-0542.

The 1980 NAAA Convention will be held again in Las Vegas at the Hilton. The dates are December 1st thru the 4th. Attendance last year was 3671. This year's convention promises to be the best ever since it will be held at the same time as the National Fertilizer Solutions annual convention and show. Members of either association will be allowed to view the displays of both groups.

At the March NAAA Board Meeting in Washington, Dr. Cliff Roen from Hopes Consulting Inc., stated that only 34% of the health survey forms have been returned so far. He needs at least 75% of the pilots surveys completed and at least 50% of the siblings forms returned to make the data reliable. They must be returned before May 15th.

A resolution was introduced at the March Board Meeting to petition FAA to change the rules allowing pilots who have recovered from serious illnesses such as heart attacks to return to work. Many members felt the rules shouldn't be the same for ag pilots as they are for airline pilots.

Also at the Spring Board Meeting, discussion was held regarding a position on the Board of Directors for one Pilot Member. This will be discussed further at the Fall Meeting in Denver in October.

Aviation Mechanics Association elects 1980 officers

The North Dakota Professional Aviation Mechanics Association, meeting in Bismarck in March, at the Kirkwood Motor Inn, elected a new slate of officers. They are: Dave Teets, Rugby, President; Mike Aarestad, Bismarck, Vice President; Ralph Braaten, West Fargo, Treasurer and Al Herda, Devils Lake, Secretary.

A highlight of the mechanics convention at Bismarck was the presentation of North Dakota Aviation Mechanic Safety Award to the mechanic who made the most worthy safety recommendation or designed a new method to conduct aircraft inspections.

Harold Vavra, director of the State Aeronautics Commission presented the annual aviation mechanic award to Ralph P. Braaten, West Fargo, for his design of an hydraulic aircraft jack, which allows one person to operate the system, which lifts the airframe for landing

gear inspections.

Braaten received a \$340.00 certificate award from the N.D. Professional Aviation Mechanics Association and a certificate from the State Aeronautics Commission good for \$250.00 for travel and living expenses to attend either a Piper Aircraft or Cessna Aircraft service school.

Braaten is employed as a lead mechanic by Turner Aviation Services, Inc. located at Hector Airport, Fargo, N.D.

The runner up in the aviation mechanic competition was won by Bill Little, Grand Forks, who received a check for \$25.00 from the mechanics association.

Letter to the editor

Sir,
Relative Wind should succeed.

Here's one for your first issue: I had a call from someone who has a question about fuel conservation. His point was about the speed limit on highways which was inflicted on turtles to save fuel. He wants to know what airplane drivers do to conserve.

Some people may find a sense of well-being if this is explained by saying that the aircraft industry, after deliberation, has decided to limit the speed of all aircraft to 55-MPH.

Best Wishes,

Dewey Bergquist
Fargo, N.D.

For Sale

Tiara 6-285CA-2; Firewall forward, 276 hrs. since factory zero; 3 blade, prop for same. Phone 701-282-0856.

For Sale

1975 Cessna 310R, 1170 TT, 770 LE, 1170 RE, King Silver Crown Avionics, RNAV, encoder, 810 FCS Bendix auto, coupled, 800 HSI, prop accumulators, elec. prop synch, 6 seats, 163 gallons fuel, Lg baggage, no damage, sharp! Fresh annual, alt-static transponder check 1-80. Call 218-382-2241.



Commuter airline decision expected soon

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Two proposals for commuter airline replacement service to western North Dakota and eastern Montana are before the Civil Aeronautics Board (CAB); Washington, D.C.

The two proposals were submitted by RealWest Airlines, Fargo and Big Sky Airlines of Billings, MT.

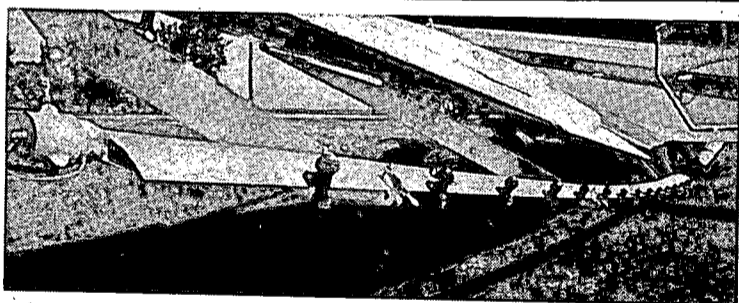
Presently, routes connecting Bismarck and Williston in North Dakota and the Montana cities of Sidney, Glendive, Miles City, Wolf Point, Glasgow and Billings, Montana are served by Frontier Airlines. Frontier has notified the CAB that it wants to drop these routes. In addition, Frontier wants out of the Montana route between Havre, Lewistown and Billings, Montana.

Both competing airlines hope to be flying the extensive routes by June or July replacing Frontier Airlines.

At stake is the federal subsidy to the airline providing the replacement service known as essential air service. Under the Deregulation Act, the cities are guaranteed a certain minimum level of service, and the airlines designated to provide the service are subsidized by the U.S. CAB. Both Big Sky and RealWest have asked about \$1,450,000 annual subsidy for replacement air service. Frontier Airlines received about \$1,600,000 subsidy for the past year to serve these cities.

Both airlines proposed to acquire Swearingen Metro II aircraft (19 passenger seats), if they are awarded the routes.

The CAB staff has set a target date of early May, 1980 to recommend the selection of a replacement airline.



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Cold weather flying and accidents

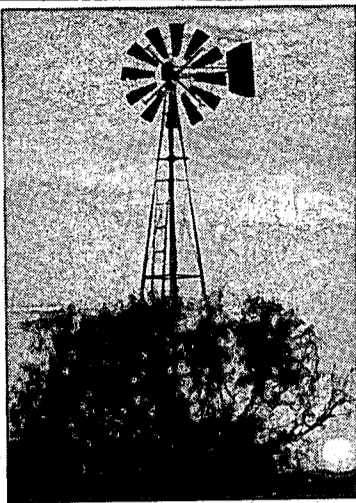
By Patricia J. Estes
Part II in a series

At our accident prevention seminars this winter one issue discussed was cold weather flying. This was the message

given at the seminar in Fargo at NDSU.

"There is no excuse for not knowing the weather with today's report system." That's what pilots attending the

*From The
Windmills
Of My
Mind*



By Patricia J. Estes

The NDAA Board, State Aeronautics Commission and North Dakota aviation in general are going to have to have a lot of patience as we get this magazine Relative Wind off the ground.

Like any student pilot, this magazine will need to go through a training period before it can make it on its own. We need advertising support, reader encouragement, story ideas ... etc.

And we need for your editor, me, to become rapidly indoctrinated in the world of aviation.

Now the NDAA Board has not seemed too concerned about that ... up to now. They know I am no pilot but I love to fly as a passenger and if I had time and money I'd love to become a pilot. In fact in my daydreams I'd love to own a plane too.

All of this is a big improvement over my early reactions to flying. Then I flew with nervous fears and jumpy jitters. I was known to give out with little shrieks whenever the plane did anything other than fly straight and smooth. Lowering the landing gear, changing altitude, encountering rough weather ... all causes for alarm in my novice aviation passenger days.

Today, I am ready to fly anywhere, anytime, but not with just anyone. I'm a bit choosy about my pilots.

So the NDAA Board thought this love of flying would give me a head start in editing an aviation magazine. Added to that are years of training and experience in the journalism and publishing field ... The board also knows I edit agricultural magazines, doing most of the writing ... and I'm no farmer either! I've just converted a fascination and love of agriculture into a journalism career.

And so ... the NDAA Board was optimistic about this entire venture ... until?

Until what? Until I was talking to NDAA Treasurer Larry Linrud the other day and I mentioned the steering wheel in airplanes.

That's the control wheel, Larry pointed out, not the steering wheel. Makes sense to me. You control an airplane rather than actually steer.

"And Pat," continued Larry, "would you stop by the office real soon? I have a book for you to read. It's on aeronautical terms."

That's Larry for you. He sounded so helpful ... but why did he also sound just a little worried as he hung up muttering "steering wheel?"

seminar at NDSU heard in early winter 1980.

Pilots must take into account the impact of weather and variable weather conditions.

The basics of cold weather flying must not be ignored. Those are: plan your route; take into account the unexpected; dress for winter; carry a survival packet and file a flight plan.

Remember that rapidly changing weather can change rain to ice.

A thorough pre-flight check is important even if winter weather makes being outside uncomfortable. Be uncomfortable, do the pre-flight check and avoid the discomfort of an accident.

Keep your fuel tanks topped off. In operations follow the major manufacturers recommended procedure.

Avoid over priming of engines. Give the electrical system time to stabilize. Recognize the dangers of icy runways. Be aware of potential frozen wheel, frozen brake problems. On runways, watch out for snow banks. Be aware of the snow and slush effect on landing gear when landing.

Keep alert and remember that in winter flying visibility is often a feast or famine situation.

Watch out for icing conditions. Carbon monoxide can be dangerous. Check over for proper ventilation, etc.

On a VFR flight be cautious. You may discover familiar landmarks buried in the snow.

Remember that large bodies

of water always can affect the weather in ANY season.

Remember that landing approaches are different in cold weather. Various problems can occur, requiring proper and quick reaction. Know actual field, runway conditions. (Is that just a light snow cover or is it really deep snow?)

Treat all landings as a short approach in winter. This will give a safety margin if the runway is icy or a braking problem occurs.

In this six state area 90 people lost their lives in winter flying in 1979. Proper safety precautions could have prevented that.

Learn how to recognize bad weather and realize the need to change plans. Watch the horizon for signs of deteriorating weather. If there is no visible horizon and you are a non instrumented rated pilot, make a 180 degree turn. Don't try it for 10 or 20 minutes to see if weather will improve. That trial flight might be fatal.

Be aware of in flight visibility and the effect of snow showers on that. In a white out it is hard to keep plane wings level.

If weather starts socking in, a VFR pilot cannot separate the ground from the sky. Certain kinds of IFR pilots are also in trouble. Those are the pilots where IFR means I Follow the Road. When snow starts covering over the road, the pilot may be in serious trouble. Motorists may still be on the road but the

Continued on Next Page

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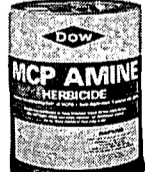


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pilot can no longer see the highway.

Watch your air intake to the engine. Accumulation of snow and ice can start even when the wings are not icing.

Watch out for this type of crisis. One wing is frosted and the other is not frosted. The plane will get airborne to the wing span measurement and then stall.

Stall warmers can ice too. Freeze up of oil breather lines are a frequent problem in this geographic area. Make sure to winterize this line according to manufacturer's recommendation.

Ice in the fuel system is another concern. Be aware of the problem of ice in suspension. In one accident the fuel strainer system was removed. Only then was the ice slush problem apparent. That slush looks like something taken out of the blender in your kitchen. It is not ice in the sense some pilots may expect but it can saturate the fuel screen.

A critical careful pre-flight is the only solution to problems like this one of ice in the fuel line. It requires a very intense check, much more than a quick visual look over.

Pilots cannot, must not use an additive like HEET. Additives such as those are not approved for airplane use.

There are approved additives such as aviation isopropyl alcohol in proper amounts. Please note that alcohol such as that bought at a drugstore is NOT the type to use as one pilot is reported to have thought. It must be aviation isopropyl alcohol and when stored it must be kept tightly capped.

Poor handling of fuel transfer, such as dropping the hose in the snow, can also result in moisture in that fuel system.

Frost inside the fuel system is a real possibility in the winter and the only proper precaution is to keep tanks topped off.

Spatial disorientation involved 15 per cent of fatal general aviation accidents from 1970 to 1975 and that disorientation

figure rose to 35 per cent of all fatal weather type accidents. Of 697 accidents of this type, 627 were fatal.

A graphic dramatic example of the effect of white out was the pilot who tried to fly five to six miles to reach the shoreline. He didn't make it. In fact he

crashed within 45 seconds. The point? Even short distance flying is not possible in a white out.

However, safe flying is possible in the winter with precautions and respect for the weather.

the various state departments of agriculture to initiate such a program, and it wasn't EPA's job either.

Applicator Certification

Reciprocity

Is no two-way street!

By Dick Beeler

If each of 12 midwestern states agrees with every one of the others, it's 66 agreements

EDITOR'S NOTE: Reprinted with permission from Agrichemical Age.

Okay, let's say you are a big commercial applicator with 14 airplanes, a couple of helicopters and 53 ground rigs of every type and description. Your location is just north of Teec Nos Pos, Arizona, on U.S. 160.

Your guys are experts at herbicide, insecticide and fungicide applications for agricultural, industrial, structural, home and golf course purposes, and you've got official EPA-Arizona certificates to prove every bit of it.

This location is something else. Drive a couple of miles on up 160 and there is a spot right on the center line where you can spray four states—Arizona, New Mexico, Colorado and Utah—all at the same time with one nozzle. It is the only place in the world where you can do that.

The only thing is, you'd be three-fourths illegal. Your Arizona certifications are no good in the other states.

On a clear day at Four Corners, which is the name of that pinpoint where you set up your nozzle, you can see for a couple of hundred miles in every direction, and if you'll go to the trou-

ble to do that, you will see that this is a pretty dumb start to an Agrichemical Age story because there isn't anything to spray out there: no crops, no bugs, no weeds. It's a desert.

But suppose there were. And there are indeed plenty of situations elsewhere in the good old USA where good economics, good business and good common sense have led to multi-state operation by successful commercial applicators. That is particularly true in the Midwest where crops, climates, weeds and insects are often the same from one state to the next, and everybody benefits from large economy-sized commercial applicators.

The only trouble has been the matter of reciprocity of certification. When Congress set up its certification requirements it provided that the individual state programs meet with EPA approval, but did not require that they be uniform.

In the Midwest the problem was crying for a solution. Many applicators operate in more than one state, and were caught up in a maze of certification red tape. The obvious solution was a regional reciprocity program, but getting it seemed almost impossible.

No one could rightly expect

the first thing they did was invite agricultural officials from the 12 states of the MACA area to attend a meeting on December 19, 1978 at St. Louis. While the job facing the conferees was complicated almost beyond belief, both the attendance and interest at this initial meeting were encouraging.

Besides the MACA representatives and those of several individual state associations, agricultural officials from Illinois, Kansas, Indiana, Iowa, Missouri, South Dakota, Nebraska, and EPA regions 5 and 7, and a couple of agricultural colleges attended.

A little mathematics provides an idea of the complexities facing the group: If each of the 12 states had an agreement with every other state, there would be a total of 66 agreements. And, just in case you wondered, if all 50 states in the Union had such agreements, there would be a total of 1,225!

Here are some samples of the differences from one state to the other:

—Kansas had already tried by mail to reach reciprocity agreement with states whose applicators were known to apply pesticides in Kansas. Some had responded but not all. There were problems with sub-categories such as grain fumigation. Some states have it and some don't.

—Illinois noted that its Department of Agriculture was the agency involved with most certification, but that the Department of Public Health administered two categories, so anybody seeking reciprocity with Illinois would have to have two agreements.

—Indiana had at the time an agreement with Michigan, was working with Illinois on one, and hoped for one with Ohio. There was concern that reciprocity might become bogged down in state red tape.

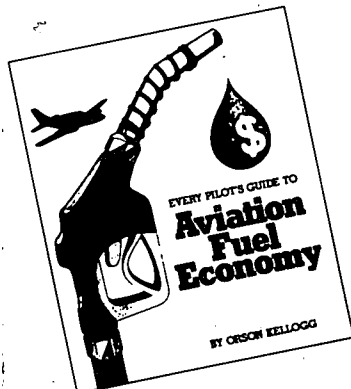
—Missouri saw few problems, could issue credentials to any non-resident if he provided evidence of certification in his resident state, but other states seemed to be confused about wording of reciprocity agreements.

—South Dakota brought up questions about providing legal protection to certified and licensed applicators. Any applicator operating in the state

Continued on Next Page

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must have knowledge of South Dakota law, must re-license annually, and re-certify every two years. At the time the state had a reciprocal agreement with Minnesota.

—Iowa officials thought problems could be worked out but gave a tough example in the form of their own requirement that a \$50,000 surety bond of insurance had to be provided by every commercial applicator. Problems in matching categories were also cited.

—Nebraska, whose certification program was never approved by EPA and therefore has an EPA-written and administered program (Colorado, not in MACA, is the only other state in that situation) has provisions for reciprocity and was ready to work with any state whose requirements met the criteria set up for Nebraska.

Agreement

Out of all the confusion came one bright conclusion: They all agreed to agree. The long process of each of the 12 states working out contracts with the other 11 began.

That was almost a year and a half ago. One of the first things Lipsey did was to send a model agreement to each state. Ideally, there would be single agreement for all to sign, but in almost every case many modifications had to be made.

In the past 18 months state officials, MACA members, and others have put in many long and exasperating hours on the project, mostly by way of the telephone and mail, since they are all hampered by lack of time and funds for travel. Besides the first, there has been one additional general meeting, held in conjunction with MACA's convention in Chicago last September. By then all 12 states were involved and all 12 attended.

It's been a tough job, involving an incredible amount of detail about different license fees, bonds, powers of attorney, examinations, liability, and matching categories.

But great progress has been made. One by one, each state is working out its arrangements with the other 11, and Lipsey has a growing list of agreements and the details of each in his office. The light can be seen at the end of the tunnel, and everyone is optimistic.

The next task facing the group is to work out an applicator training program that will meet every state's needs. L.O. Nelson of Purdue, who has been involved in the program since that first meeting in December 1978, has volunteered to design a standard training program for recertification.

MACA, smallest of the major agrichemical associations in the nation, is thus about to pull off one of the most impressive projects ever developed by any. The men who are involved are justifiably proud of it and its practical value to agriculture and the industry.

Anyone interested in the program should contact Wayman Lipsey, Executive Director, MACA, Box 113, West Burlington, IA 62655.

MACA is also interested in May 1980

new members. Any person or company engaged in manufacture, distribution or sale of agricultural chemicals is invited to inquire about MACA membership. Generally, eligibility entails any of those activities in any of the twelve states: Illinois, Indiana, Iowa,

Kansas, Michigan, Minnesota, Missouri, Nebraska, Ohio, North Dakota, South Dakota and Wisconsin. Lipsey is quick to point out that the association's value and services extend far beyond the reciprocity program.

State Aeronautics Commission rules for qualification of the "Chief Pilot" for experience and flying skill.

I think this answers your questions.

Sincerely,

Harold G. Vavra,
Director

Letter to the Editor

Mrs. Patricia J. Estes, Editor
Relative Wind
Box 832
Wahpeton, North Dakota 58075

Dear Pat:

I have your letter of April 10th with an article on "Applicator Certification" carried in the March Agricultural Age Magazine.

Yes, I do have some comments to make in regard to "Reciprocity" between States on the requirements for "Applicator Certification".

Reciprocity

North Dakota has reciprocity on aerial applicator's "Certification" with the neighboring states of South Dakota, Montana, Minnesota and Nebraska. This is the way it works:

1. The applicator from neighboring states, wanting certification reciprocity must:

(a) Write to the Secretary of State, State of North Dakota, State Capitol, Bismarck, and request the forms for designating the Secretary of State as his legal resident agent.

Submit \$7.00 with the application to the Secretary of State and he in turn will issue the non-resident aerial applicator and official designation of the Secretary of State as that applicator's "Resident Agent".

(b) The reason for this requirement is that in the case of an aerial spraying damage claim as a result of such non-resident's aerial spraying in North Dakota, the local farmer or person bringing the claim, would have no legal method of suing for recovery of the loss, unless the non-resident has a resident-agent designated in the State of North Dakota.

(c) For a non-resident to get "Certification for Restricted Ag Chemicals", he then goes to any County Extension Agent in North Dakota and presents his Certification or

license to apply restricted chemicals in his home state (such as Montana, South Dakota, Minnesota or Nebraska), and the North Dakota County Extension Agent may issue a certification on a reciprocal basis, without examination. (d) Then the non-resident goes to any County Treasurer and presents the N.D. Certification and the Secretary of State's Certificate that designated the Secretary of State as his agent, pay the County Treasurer \$20.00 and such non-resident aerial applicator will be issued a Restricted Chemical application license for North Dakota for the current year.

It is obvious that applicator certification reciprocity can work between the States that have similar types of agriculture, but it does not work between States that have a great difference in types of crops, because the chemical certification in one state, greatly differing from North Dakota, has been qualified to use restricted chemicals, which are not used in North Dakota and that applicator therefore may not be certified to use the type of restricted ag chemicals pertaining to agricultural use in North Dakota.

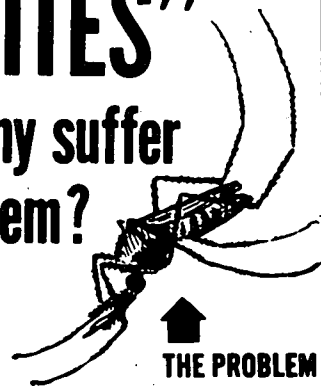
In other words, reciprocity in applicator certification works among states where similar restricted chemicals are used in agriculture.

The non-resident applicator, however, must still get an aerial spray license from the State Aeronautics Commission, which involves registration of his aircraft and pilots and proof of Workmen's Compensation Insurance for any employed pilots and ground crews. In addition, make a showing that the non-resident applicator has a "Chief Pilot" with Ag flying experience, in accordance with

Send in your news

News items for Relative Wind should be sent to Patricia J. Estes, Prairie West Publications, Relative Wind, Box 832, Wahpeton, N.D. 58075.

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RELATIVE WIND

What do they teach, what do we learn . . .

By Patricia J. Estes
Bob Bissonette, Aeronautics Department, Minn. Department of Transportation, was one of the speakers at an aviation safety seminar held at NDSU in Fargo during winter 1980.

Bissonette asked what we learn from aircraft mishaps . . .

Third in a Series

not much, he answered. There are few airplane accidents in this man's view. They may be disasters, calamities but they truly are not accidents. Accidents are happenings that can not be foreseen, intended or expected.

Aircraft crashes can be predicted, he stated. Why bother to continue to document, analyze, research aircraft crashes? There is enough data to predict the crashes in 1980 and in the future. All of this investigation is supposed to help us learn in order to prevent future crashes.

The idea is to prevent a recurrence of that type accident and the factors which led to it.

What's the reality? It appears we are not learning at all, this speaker suggested, because all accidents result from previously reported causes.

For example on September 25, 1978 a PSA and Cessna 172

were involved in a mid air collision. Unique? Hardly. Records show that on Sept. 9, 1968 at a different major airport a DC9 and a Cherokee 140 were involved in the same type mishap.

In the 15 years prior to 1978 there were 470 mid-air collisions resulting in 928 deaths. Of those 18 involved air carrier general aviation which accounted for 45 per cent of the fatalities.

Other examples were cited to demonstrate the repetition of accident types.

Elimination of the complacency factor is the primary need to begin to reduce accidents.

A look at statistics shows that in 1967 there were 6,115 accidents while in 1974 there were 4,476 accidents. While those statistics may appear to be positive, the one showing fatal accidents puts things into perspective. In 1967 there were 603 accidents resulting in 1,229 fatalities while the 1977 report shows 693 accidents resulting in 1,395 fatalities.

A study of the kind of flying related to accidents shows that 52.5 per cent of the flights were pleasure flights rather than business etc. Data shows the hazardous nature of pleasure-general carrier flights as related to accidents.

Factors in general aviation fatal accidents are:

1. Pilot fails to obtain or maintain flying speed. (The speaker suggested this may be a too easy answer used because investigation failed to find any other answers).
2. Terrain
3. Weather
4. The pilot stayed VFR in adverse weather.

Aviation experts in some cases are saying all of these symptoms and not causes. The root causes need to be found.

Turning to weather related accidents, Bissonette said, "the repetition of weather related accidents each year is tragic." A determination of the root cause would address the issue of why the pilot flew into adverse weather conditions.

Examples might be: the pilot was not aware of the weather; the pilot was complacent; the pilot was under stress; the pilot

could not handle adverse weather; the pilot did not know or did not acknowledge limits in bad weather flying.

Stress factors might include: death of a spouse, marital separation; business problems; financial woe; even outstanding personal advancement or recognition, creating a kind of euphoria.

To learn from accidents, to prevent more accidents investigators must learn not only what happened but the real why it happened.

For now pilots should be aware of 'others' errors. Avail yourself of publications that record this information. See information elsewhere in Relative Wind.

Attend safety seminars. Share information with others in the industry and with those you work with in aviation. Point out to a pilot that he is com-

miting an unsafe act should you witness one.

Follow these safety commandments:

1. Consider thy health each flight. That includes physical, mental and emotional health.

2. Art thou proficient? Check your competency and how recent your pilot experience is each time you get ready to take off.

3. Weather shalt prevail. If you are VFR establish safe minimums . . . the same for IFR.

4. Plan thy flight. That includes route, weather, alternatives, take-off and landing and fuel.

5. Thou shalt pre-flight. Be alert when doing the pre-flight. Observe all steps.

6. Use thy checklist. That means for all steps: pre-start, pre-take off, climb, cruise, etc.

Establish high personal standards of operation. Remember learn from the mistakes of others, you won't live long enough to commit all of them yourself.

New book can help pilots

Cut fuel costs

Is there anything pilots can do about the plague of steadily rising avgas prices? You can find some specific, practical solutions in a new book entitled "Every Pilot's Guide to Aviation Fuel Economy."

"Aviation Fuel Economy", by Orson Kellogg, provides facts and advice in plain language about flying farther on less fuel, setting power for maximum economy, leaning, using EGT gauges and digital fuel computers, flight planning to save fuel, and much more.

"Proper fuel management can save you an amazing amount of money in fuel expenses, make your engine last longer, and make your flying safer, too," says the book.

"Aviation Fuel Economy" was designed for easy reading by all pilots, regardless of their level of technical knowledge. It has two sections. Part 1 explains the workings of piston aircraft engines and fuel systems. It includes advice on such subjects as preventing fuel contamination, using 100-octane fuel in an 80-rated engine, and what to do about inaccurate fuel gauges.

Part 2 discusses several routes to greater fuel economy: buying an economical aircraft, setting best range power, effective learning, using EGT gauges and the new digital fuel computers, flight planning for economy, and even aviation fuel tax refunds.

"Aviation Fuel Economy," which has been in preparation for a year, was reviewed for accuracy by seven technical authorities before publication. It contains more than 20 photos, tables, and illustrations. The publisher is Taxlogs Unlimited, which also publishes "Pilot's Taxlog", a flight logbook combined with an income tax record-keeping book.

"Every Pilot's Guide to Aviation Fuel Economy" is paperback, 64 pages, price \$4.95. Available from: Prairie West Publications, P.O. Box 832, Wahpeton, ND 58075.

Friends of the Earth petition report

The last two issues of Relative Wind featured information on a petition by a group, Friends of the Earth, to change aerial application regulations.

The proposals aimed at restricting aerial application by requiring a variety of prior approvals by residents of those in the aerial spraying area, e.g. a farmer whose fields are adjacent to those scheduled for spraying.

Increased jurisdiction over aerial sprayers by the FFA and EPA were proposed.

The deadline for making comments has passed. North Dakota Commissioner of Aeronautics Harold Vavra filed pertinent comments with the proper authorities and departments.

Vavra proceeded in a logical point by point method to demonstrate the difficulties such a proposal would create. He also showed the lack of legal authority for such jurisdiction by the FFA.

Those interested in Vavra's well done response should contact the State Aeronautics Commission for copies.

Limited copies of the previous two issues of the Relative Wind carrying information on this Friends of the Earth petition are available.

Forward \$1. to cover postage and handling with a letter requesting these issues to: Relative Wind, Prairie West Publications, Box 832, Wahpeton, N.D. 58075. Include your mailing address with your request.

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