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. Taxpayers, members of the aviation industry, and the National Association of State Aviation Officials, which has helped to sponsor the proposal, are all interested in the debate.

Despite the current fiscal year's budget crunch, the current fiscal year's budget is expected to be held to $1.5 billion, down from $2 billion in the previous fiscal year.

In addition, the Administration has asked for more than $10 billion in tax cuts, which are expected to exceed $2 billion this year. The Administration has also proposed extending the tax cut for two years.

In the meantime, the Administration has proposed extending the tax cut for two years, which is expected to exceed $2 billion this year. The Administration has also proposed extending the tax cut for two years, which is expected to exceed $2 billion this year.

New aviation company forms

Peter Hall has announced the formation of a new aviation company, Avanti Air, Inc., to operate out of Hector Field, Fargo, N.D.

Executive Aviation, Inc. took over the operations of another new company, the Pro Aire Services, Inc. on February 1, 1980.

Executive Aviation, Inc. is offering charter service, air ambulance, flight instruction, pilot service, and fuel service with the Mooney, Cessna 182, and Piper Navajo.

The firm is a Cessna pilot center, and plans to add a new airport if necessary. Although sales of new and used aircraft are part of the operation, the firm's primary business is providing services to the aviation community.

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 be has faith in the market for the new firm and in growth for it in the future.

Avionics plus a 10 percent 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 by the Administration.

In addition, the Administration is asking for more than $10 billion allocation from that Trust Fund to pay for operations and maintenance expenses 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 a revenue from the ticket tax, which currently takes $25 per gallon with three cents going directly to the aviation Trust Fund.

The trust fund has 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 market would produce revenue of $400 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.," stated Jack Daniels, NDAA executive secretary.

Those sharing that viewpoint, Daniels continued, say that general aviation only pays $1 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. because only 10 percent of its passengers are paying the tax, whereas 90 percent are not.

The opposition contends that general aviation should be taxed to pay for services, equipment, etc. because even a small percentage of those passengers who choose to use general aviation will benefit.

The debate continues, and the outcome is uncertain. The issue will be brought before the FAA in early June.

Looking 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. Pietuch, Minot.

Registration deadline

Thursday, May 30 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-May that there are 300 main 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 15, are subject to delinquent penalties, Vavra said.

Important memo: immediate action

Runway and ramp asphalt pavement cracking

By Vernon H. Baltzer, Aeronautics Commission

Now—what spring is here, have any of you walked your runway to inspect them, and have you seen 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. This is not a 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 spill downward.

Cosmetically, the runway with the cracks 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 broken base and replacing it with a suitable, well compacted material. If a large area of pavement is showing cracks, it may be desirable for economic reasons to replace with a suitable gravel aggregate. A cold mix of asphalt as well as a hot mix can be used if the amount of base removed is not too large.

Remember gentlemen, most of the asphalt in the majority of runways is state funded and must be within the range of $40.00 to $80.00 a ton, whereas 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.

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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 women’s club of Minot, North Dakota, in 1940. He served in office, including president for a number of years, and was instrumental in merging the association and aviating 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 these rates are 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 Congressmen 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 serious problem two months ago has improved somewhat, but we must still watch for distribution problems. Hopefully we will all be able to make it through this minimum period 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 several years ago and percentage tax escalates in effect with the price of fuel. Furthermore, the 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 a tax.

These in aviation industry always tryiop to cope with inflation, rising fuel costs and shortage of fuel would be seriously burdened by this ten per cent ad valorem tax structure, pocket 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 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, matters 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 argument around the following points:

- The proposed tax increases are extremely inflationary.
- Take a look at the items 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 the 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 and loss of jobs and 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 to reporting the Administration proposal.

Here are the members of the Ways and Means Committee:

- Hon. James C.orman 14645 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 N. 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
- Tallahassee, FL 32302
- Hon. Edgar L. Jenkins 307 Selvidge Street
- Dalton, GA 30720
- Hon. W. Wyche Fowler 425 William Oliver Building
- 3 Peachtree Street
- Atlanta, GA 30303
- Hon. Cecil Heftel 30 A1a Moana Boulevard
- Honolulu, HI 96813
- Hon. Philip M. Crane 1450 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. 66th Street
- Oak Lawn, IL 60453
- Hon. Andrew Jacobs, Jr.
- 46 E. Ohio Street
- Indianapolis, IN 46204
- Hon. W. Henson Moore 226 Federal Building
- 750 Florida
- Baton Route, LA 70801
- Hon. James M. Shannon 11 Lawrence Street
- Lawrence, MA 01840

Hon. William G. Broadhead 24031 Grand River Avenue
- Detroit, MI 48219
- Hon. Guy Vandagriff 950 W. Norton Avenue
- Muskegon, MI 49441
- Hon. Bill Frenzel 180 Federal Building
- Minneapolis, MN 55401
- Hon. Richard A. Gephardt 3747 S. Indiana 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 14610
- 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 28092
- Hon. Bill D. Gradison, Jr. 800E Federal Building
- 550 Main Street
- Cincinnati, OH 45202
- Hon. Charles A. Vanik U.S. Courthouse
- Cleveland, OH 44114
- Hon. James R. Jones 4356 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. Schulte 2 East Lancaster Avenue
- Paoli, PA 19061
- 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 1700 Federal Building
- Memphis, TN 38103
- Hon. William R. Archer 7501 Federal Office Building
- 515 Russel Street
- Houston, TX 77002
- Hon. J. J. Pickle 742 Madison Avenue
- Austin, TX 78701
- Hon. Joseph L. Fisher 450 South 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. They certainly appreciate written responses from Congressmen etc., are also requested. Send that information to: National Air Transportation Association, Inc., 100 Wisconsin Avenue, N.W., Washington, D.C., 20007.

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

Allied Industry Membership Application

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Suite 450

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 efforts, 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):

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- 51 to 100 employees $32.00
- Over 100 employees $48.00

Person to be on Mailing List:

Company Name

Street or P.O. Box

City

State

Phone No.

Zip

Page 2

RELATIVE WIND

May 1980
Aeronautics Committee approves state airport aid grants to 13 airports

The North Dakota Aeronautics Committee, during its April meeting in Bismarck, approved state aid grants from state funds for 12 general aviation airports for improvements totaling $18,750, according to Harold G. Vavra, Director. The largest grants were $5,450 to pave a runway at the Beach Airport, $40,000 to extend and pave a ramp 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 ramp; Lisbon-$7,500 to pave a ramp and taxiway.

RELATIVE WIND
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May 1980 RELATIVE WIND
Commuter airline decision expected soon

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 Deregelation 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 for $1,450,000 annual subsidy for replacement service. Frontier Airlines received about $1,600,000 subsidy for the past year to serve these cities, which lifts the airframe for landing gear inspections.

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

A highlight of the mechanics convention was the presentation of North Dakota Aviation Mechanics 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.
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.

“Nothing is to account for not knowing the weather from day to day.” That’s what pilots attending the 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 plane visibility rules; 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 visibility usually is often a feast or famine situation.

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

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 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 you 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 it 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 sinking 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

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 . . .

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 lumpy 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”?

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May 1980

RELATIVE WIND
Page 5

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Leaky Spunge, Canada Thistle, Field Bindweed,
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By Dick Beeler

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

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Page 6

RELATIVE WIND

May 1980
Letter to the Editor

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

Dear Pat:

I have your letter of April 10th with an article on "Applicator Certification" 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".

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 applicant 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.
   (b) Submit $7.00 with the application to the Secretaty of State and he in turn will issue the non-resident aerial applicator and official designation of the Secretary of State as that applicant'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.

2. 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, depending from North Dakota, has been qualified to use restricted chemicals, whereas they are not allowed in North Dakota and that applicator therefore may not be certified to use types of restricted 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 agricultural spraying in the State.

The non-resident applicator, however, must still get an aerial spray license from the State Aeronautics Commission, which requires the non-resident to have his aircraft and pilots and proof of Workmen's Compensation insurance. This is an exception for people spraying in the state such as farmers, etc.

Mrs. Estes, I hope I have enlightened you to the problem of reciprocity between some states. If I have not, I will be glad to further explain the problem.

Sincerely,

Harold G. Vavra
Director

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.

“MOSQUITO BITES”
why suffer them?

THE SOLUTION

Commercial markets a picture tablet which

emits an order through the pores of the skin
that mosquitos detect immediately and avoid
you... hence no bite! This same order however
remain on all be
detected by humans so therefore you yourself do not feel any bite from mosquitos when the device is on.

Emits an order through the pores of the skin that mosquitos detect immediately and avoid you... hence no bite! This same order however remain on all be
detected by humans so therefore you yourself do not feel any bite from mosquitos when the device is on.

Guarantee: If for any reason you are not completely satisfied with E-Z Demo Laboratories will refund your money and so this tablet.

What Users Say About E-Z...

While others equipped themselves with fly strips, mosquito nets etc in our area we will stick with our E-Z...definitely prefer it.

L. S. Nelson, 2914 Varsity

Distributors Wanted...

(Industrial and volume user discounts are available.)

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MACA is also interested in May 1986

Relative Wind
Bob Bissonette, Aeronautics Department head at the U. Department of Transportation, was one of the speakers at an aviation safety seminar held at NDSU in Fargo during winter 1978-79.

Bissonette asked what we learn from aircraft mishaps...

Third in a Series

not much, he answered. There are few airplane accidents that can 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 repetition 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 475 mid-air accidents resulting in 228 deaths. Of those 18 involved air carrier general aviation which accounted for 45 percent of the fatalities.

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

Elimination of the complicity 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 4,078 accidents. While those statistics may appear to be positive, the one showing fatal accidents does not reflect the perspective. In 1967 there were 603 accidents resulting in 1,226 fatalities while the 1977 report shows 693 accidents resulting in 1,266 fatalities.

A study of the kind of flying related to accidents shows that the greatest part of the flights were pleasure flights rather than business etc. Data shows the hazardous nature of pleasure flight general carrier flights as related to accidents.

Factors in general aviation accident fatalities are:

1. Pilot's failure to obtain or maintain flying speed.
2. Weather.
3. Weather.
4. The pilot stayed VFR in adverse weather conditions.
5. Aviation experts in some cases are saying all of these symptoms and not causes. The root causes need to be found.
6. Concerning to weather-related accidents, Bissonette said, "the repetition of weather-related accidents each year is tragic."
7. A determination of the root cause would address the immediate why the pilot flew into adverse weather conditions.

Examples might be:
8. The pilot was not aware of the weather; the pilot was; the weather under stress; the pilot could not handle adverse weather.
9. The pilot did not know or did not acknowledge limits in bad weather flying.

Street mishaps included death of a spouse, marital separation; business problems; spending more than was available; standing personal advancement or recognition, creating a kind of financial crisis.

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

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

Attend safety seminars. Speaking of crashes in the industry and with those you work with in aviation. Point out to a pilot that he is committing an unsafe act. It should you witness one.

Follow these safety commandments:
1. Consider thy health each flight. That includes physical, mental and emotional.
2. Art thou proficient? Check your competency and how recently you have flown. This is the responsibility of each time you get ready to take off.
3. Weather shall 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. What's that pre-flight. Be alert when doing the pre-flight. Observe all steps.
6. Use thy checklist. That means for all steps: pre-start, pre-takeoff, pre-flight.

Establish high personal standards of operation. Remember plans are made for others. You'll not live long enough to commit all of them yourself.

New book can help pilots

Cut fuel costs

"Aviation Fuel Economy", by Alan S. Stekellog, offers facts and advice in plain language about fuel use for aircraft, both 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, move your engine last longer, and make your flying safer," says the book.

"Aviation Fuel Economy" was designed for easy reading by all pilots. It includes advice on such aspects as preventing fuel contamination, using 100-octane fuel in a 91-octane engine, and what to do about inaccurate fuel gauges.

"Aviation Fuel Economy" is divided into two sections. Each part explains the workings of piston aircraft engines and fuel systems. It includes advice on such aspects as preventing fuel contamination, using 100-octane fuel in a 91-octane engine, and what to do about inaccurate fuel gauges.

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RELATIVE WIND

Page 5

May 1980