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2, 1982.

Before

adopting

UltraLight

Vehicle

Operating

Rules, new Part 103 of the FAA, the FAA cited some of the prob-
lems that have surfaced.

(1) On March 24, 1981, an M-2 flew between two ultra-light operators off the end of the runway at Miami Beach, Florida. Both ultra-light were equipped with flaps and were operating at night without lights.

(2) On April 11, 1981, a Western Airlines 727 captain reported a near miss with an ultra-light vehicle in the vicinity of Phoenix Sky Harbor Airport.

(3) In May, 1981, the pilot of a single place aircraft collided with an ultra-light vehicle near Pasco, Robin, California. According to the report filed under the FAA safety reporting program, the ultra-light was operating at 7,000 feet if IFR weather conditions. The airplane pilot was operating on an IFR flight plan and was forced to take evasive action to avoid a collision.

Under new Part 103, it is required for an ultra-light aircraft and air, such a vehicle is one that:

(2) Is used or intended to be used for noncarriage purposes.

(3) Operates in an air space below 1,000 feet MSL, or 2000 feet AGL, whichever is higher.

(4) Has a power-off stall speed of \( \frac{V}{W} \) knots, which does not exceed 25 knots, or 46 km/h.

(a) Is used or intended to be used for aircraft to operate for flight and...
State aviation news in brief

**Business announced**

Dennis Robb's, President of Executive Air Taxi Corp., Bismarck announced the formation of Air-Care Division of Executive Air Taxi Corporation at the Bismarck Municipal Airport.

Robb said Air-Care is a jointly sponsored service by Bank of America Bank and St. Alexius Hospitals, which will be inaugurating this new service, serving central North Dakota later this year.

When in operation, the helicopter transport system will respond to the needs of the critically ill or severely injured who require immediate medical attention and/or transport to medical centers equipped to provide a full range of emergency medical treatment.

Air medical transport of critically ill or severely injured patients in helicopters is nothing new. It has been done by the military for decades, but until recently remained an economically unfeasible service to provide to the public at-large.

Technical advances during and since the Vietnam experience have resulted in modern, powerful, safe, fast and efficient jet-powered helicopters such as the Bell Long Ranger, which are economically practical for general and wide-spread use.

Proof in point is the fact that about 50 such systems are now operating in the United States. Naturally, the systems grew first in dense metropolitan areas, but experience is proving that helicopter air medical transport in not restricted to only set rural areas, but indeed, is providing one of the key answers to supplying first rate, readily available critical medical care to the rural populace at affordable costs.

Marvelous mobility when coupled with equally sophisticated advances in medical technology, such as miniaturization of equipment, along with similar breakthroughs in communications, telehealth and portable navigation, provide all the necessary elements for the successful implementation and operation of air medical transport systems serving the entire society.

Robb said that Air-Care helicopters will be supported by long-haul hospital ships such as the Piper Navajo.

Executive Air Taxi Corp., Bismarck now has three divisions. These are the Fixed Wing Division, Helicopter Division and Air-Care Division.

**Grants available**

Under a six year federal-aid for airports bill enacted by Congress on August 17, North Dakota eligible airports can enter into grant agreements with the Federal Aviation Administration (FAA) for receiving 90% federal aid funding on airport improvements, according to Harold G. Vavra, director of the State Aeronautics Commission.

The first round of grant agreements for federal-aid airport projects must be entered into by the airport sponsor and the FAA, at least later than September 30, 1982, which is the end of fiscal year 1982, said Vavra.

Federal funds allocated to four major airline airports in North Dakota for airport improvements based on federal-aid passenger enplanements in calendar year 1980 total $1,448,314 and are divided as follows:

- Bismarck $442,651
- Fargo $448,494
- Grand Forks $163,766
- Minot $228,194

In addition these four major airports may receive some FAA discretionary funds dependent on the priority of their specific projects compared with other airport priorities in the FAA Great Lakes Region, Vavra said.

North Dakota has received a total of $996,480 for federal-aid to general aviation airports which is also on a 90% federal aided to state. These funds must also be under grant no later than September 30, Vavra said.

Commercial service airports which are more than 30 miles south of the ten airports, and which FAAprobably be made available to the highest priority project, Vavra said.

**Death reported**

Peter R. Stoffel, Jr., 23 of Sheldon, N.D., died Sunday, August 26th in a Fargo hospital from injuries he received in falling from a airplane that went out of control in a field 1/4 miles west of Sheldon. Sheldon is in the north-central corner of Grant County.

The accident occurred about 4:30 pm, while Stoffel was being pulled by a pickup driven by Lowell Rood, according to Maynard Vannett, a North Dakota Highway Patrolman.

Vannett said a gust of wind caught Stoffel's hang glider and under turned sideways and nosedived from an estimated height of 30 to 60 feet, according to Vannett.

**FAA regulations for ultralight vehicles**

(From page 1) The under written waiver issued by the FAA.

PART 107 CERTIFICATION AND REGISTRATION

(a) Notwithstanding any other section pertaining to certification of aircraft or their parts or equipment, ultralight vehicles and their component parts and equipment must meet the airworthiness certification standards specified for aircraft or have certificates of airworthiness.

(b) Notwithstanding any other section pertaining to aircraft certification, operators of ultralight vehicles are not required to meet any aeronautical knowledge, age or experience requirements to operate those vehicles or to have airmen or medical certificates.

(c) Notwithstanding any other section pertaining to registration and markings of aircraft, ultralight vehicles are not required to be marked or to bear markings of any type.

SUBPART "B" OPERATING RULES

PART 107-Hazardous Operations.

(a) No person may operate any ultralight vehicle in a manner that creates a hazard to other persons or property.

(b) No person may allow an object to be dropped from an ultralight vehicle if such action creates a hazard to other persons or property.

**Flight Altitudes**

<table>
<thead>
<tr>
<th>Minimum Flight Visibility (Statute Miles)</th>
<th>Minimum Clearance from Clouds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,200 feet or less above the surface</td>
<td>200 feet below, 1,000 ft. above, 2,000 ft. horizontal</td>
</tr>
<tr>
<td>(1) Within controlled airspace</td>
<td>1,000 feet below, 1,000 ft. above, 2,000 ft. horizontal</td>
</tr>
<tr>
<td>(2) Outside controlled airspace</td>
<td>500 feet below, 1,000 ft. above, 2,000 ft. horizontal</td>
</tr>
<tr>
<td>More than 1,200 feet above the surface</td>
<td>1,000 feet below, 1,000 ft. above, 2,000 ft. horizontal</td>
</tr>
<tr>
<td>(1) Within controlled airspace</td>
<td>100 feet below, 1,000 ft. above, 2,000 ft. horizontal</td>
</tr>
<tr>
<td>(2) Outside controlled airspace</td>
<td>500 feet below, 1,000 ft. above, 2,000 ft. horizontal</td>
</tr>
<tr>
<td>More than 1,200 feet above the surface and above 10,000 ft. N.M.</td>
<td>100 feet below, 1,000 ft. above, 2,000 ft. horizontal</td>
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</table>

**FAA station**

(From page 1) The FAA indicated that if two or more of fens were nearly identical in meeting their specifications then additional guidelines in evaluating the offers in relation to the availability of adequate housing in the community. Another evaluation element will be whether the telephone systems are capable of linking the electronic communications and computer systems. Another element, if everything else is equal in the comparison between competitors, might be the level of air traffic at the airport being considered.

The FAA indicated that the expansion of general aviation between now and 1986, would require more manpower, if steps were not taken to accommodate and consolidate with a saving of about $1 billion in salaries alone estimated by 1986 after the new automated facilities are fully operational.

RELATIVE WIND

Official magazine of the ND Aviation Association. Published monthly for its members and others in the ND Aviation industry; carrying the official news of the ND Aeronautics Commission.

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Richard K. Estes

ADDRESS: North Dakota Aviation Association and Prairie West Publications

RELATIVE WIND

November 1982

November 1982
Device will aid aerial sprayers

By Nancy E. Johnson

It has been a nearly a year now. The North Dakota Ag Coalition has been unable to put all of the pieces together and work out an identity, a purpose broader than just itself. This group, with a loose-knit band of agricultural interests, consists of state organization representatives and national organizations working toward the same purpose. The group has been meeting in the eastern part of the state.

For the members of the coalition, the progress of the Southwest Pipeline project has been a primary concern of the group. The project hopes to supply water to cities and towns, as well as rural water systems in the southwestern part of the state. The state and federal governments will have to pick up most of the tab during the next few years. To fill the void, a plan to levy up to two mills to be used by the State Conservation Districts has been proposed by officials of the SD State Soil Conservation Districts. These funds would help replace personnel when the USDA cuts back, they explain.

Improving marketing of the unique agricultural products of the state has been proposed by the Department of Agriculture with the addition of two staff members for the coming season. These increases in market promotion will help the state compete on the international as well as domestic marketing scene, according to Laurie Liffrig, marketing director. This help would be in the form of feasibility studies for agricultural processing in the central and western regions, air trade shows and other marketing functions.

Changes in the department's budget to increase the marketing staff and functions was done with a decrease in other areas of the budget, as well as a request for increased funding. The coalition agreed to support this request for funding increases in the next legislative session.

A unique area which received much discussion was the possible organization structure. During the discussion, conflicting views about the flexibility of the organization, goals and direction were voiced. The power of the organizational leaders and the requirements for membership were debated and resolved. However, a nominating committee was named to prepare a list of officers which would be submitted to members by mail for a written ballot. Details about dues and membership requirements are to be worked out by these officers and submitted to the membership at the next meeting.

Once again, the Ag Coalition agreed to disagree on some issues, disagree on some proposals, and move forward toward a better agricultural state. Growing pains are being experienced by the group as it sets down to work on the consensus concerns of farmers and continue to raise more about other concerns of agriculture.

Warning issued

Harold G. Vavra, Director of the State Aeronautics Commission issued a warning to unqualified pilots who may be using aircraft to harass or chase birds or water fowl in sunflower fields or growing crops.

Vavra said he had received reports that some pilots with NO AERIAL APPLICATION STATE LICENSE issued by the Aeronautics Commission may be engaging in this activity.

Vavra said that the harassment of hawks, hawks in fields by aircraft (bird control, by regulation of the Aeronautics Commission, must be carried out by qualified pilots licensed for this type of work and must have a low flying waiver from both the FAA and the State.

Pilots to qualify for a small aerial low flying waiver must have a minimum of 360 hours of flying experience before such a pilot may be issued a low flying permit by the State to engage in the aerial harassment of birds or water fowl. After a low flying permit is issued, a permit is also required from the State Game and Fish Department for the harassment of birds such as the CO State Code Section 20-1-02-06, Sub Section 15, and Section 20-1-01-11.

He caution, a pilot who flies his own airplane on his own land is still required to have a low flying permit.

Vavra said this year the State Aeronautics Commission has licensed 190 aerial applicator firms in the state utilizing 310 aircraft and helicopters of which all qualify for one of air craft to harass of fowl in sunflower fields or sunflowers.

Farmers who have a blackbird problem and who are looking for a qualified pilot and aircraft may call the State Aeronautics Commission for information on the location of the experienced aerial applicator in the area.

Pilots planning to engage in this type of work and quality for a low flying permit must apply for and receive a low flying waiver from the FAA by writing to the FAA, Box 3606, University Station, Fargo, ND 58105, and to the State Aeronautics Commission, Box 3600, Bismarck, ND 58502.

Thanks Karen

Karen McCon
C/O Prairie West
P.O. Box 1083
Watson, ND 58855

Karen, I would like to compliment you on the fine job you did on your articles about Dakota Aero Tech, NDPAMA and the safety award winners. I enjoyed visiting with you and I would like to extend a warm welcome anytime you are in the area.

Sincerely,
John O. Kline
Avionics Manager -

NAAA Convention Las Vegas
Lowest Airfares
Call Gayle Collect
A Homeowned Company
701-327-4390
Herbst Travel
701-327-6390 461 6th Ave.
A Division of Midwest Travel Interntionale
Radar commissioned

An ARTS II — Automated Radar Ter-

Experimental System II — was commissioned

September 1, by the Federal Aviation

Administration's Great Lakes region at

Bismarck Municipal Airport, Bis-

marck, N.D.

ARTS II is a computerized radar

system which produces an

alphabetical data block adjacent to

the target on air traffic controllers' radar scopes. The block lists the iden-

number and altitude of trans-
pender-equipped aircraft flying in or

out of Bismarck Municipal Airport, as

well as Mandan Municipal Airport.

North Dakota Air National Guard.

Local pilots flying within a radius of

45 miles are provided separation ser-

vice. A transponder is an electronic

device which enhances the target on

radar scopes and also produces the data

block information.

Bismarck's ARTS II and its radar

antenna, installed by FAA at a cost of

about $2 million, includes three radar-

scopes in a TRACAB configuration in

the cab of FAA's airport traffic control

tower. Safety is enhanced with the

sophisticated, computerized ARTS II as

information produced on the radar-

scopes makes it possible to reduce the

number of radio communications be-

tween pilots and controllers. The new

system also provides a better oppor-

tunity for identification and aircraft fly-

ing at some distance from the tower.

Bismarck's tower, with 11 controllers,

is operational during night flights and

midnight. The airport services three air

carriers, air taxis, North Dakota Air

National Guard and general aviation

aircraft, as well as charter flights.

By the end of the year, FAA expects to

commission an instrument landing system and medium approach light

system, Bismarck's runway 13. An

instrument landing system is a com-

bination of radio beams which guide

aircraft to the runway threshold. It

enables safety and facilitates low-

visibility landings on the runway.

Training school set

A weather observer training school will

be held at the National Weather

Training Center November 15-19 in

Kansas City, MO. James Schroeder

Program Manager, will be conducting

the event which will cover all elements

of weather observation and supplemen-
tary aviation weather reporting station

including airline, air taxi and general types.

According to Schroeder, the course will consist of illustrated lec-
tures, actual experience in observing and examinations leading to certifica-
tion.

Class will begin about noon on Monday,

November 15 and end about noon Fri-

day, November 19. Instrumental materials

will be furnished and some outside study is required. The school is

being offered free of charge to all

stakeholders of the North Dakota Aviation

Association.

Arrangements have been made with the

Travel Lodge at a cost of $11 per day

for persons attending the course.

Reservations at the contract price need

be arranged through Schroeder no

later than October 31. The student will

make payment directly to the Motel.

Further information and requests for

registration should be mailed to the Na-

tional Weather Service Training Center,

617 Hardesty St., Bldg. 9, Kan-

sas City, MO 64114, or made via phone

at 816-766-3227 by Oct. 31. Either

Schroeder or Beverly Schuch can

answer your questions.

We have several facilities in the state

that have short-term weather

observation capabilities which allow the

chapter activities of our state's air

taxi operators. This is a chance for the

operators to participate in a free train-
ing course to qualify them for weather

observers so that they can meet the FAA

requirements for on-site weather

observation," Schroeder concluded.

Buys business

Herbst Travel International, 16 Broad-

way, Fargo, North Dakota has been

purchased by Darrell Schroeder,

Patrick Scherling, and Alex Mac-

donald. The firm operates as a Division

of Midwest Travel International, Inc.,

and is a locally owned company.

The agency is equipped with access to

all airlines and travel companies. All

types of travel, cruises, hotels, car ren-

tals are available as free services to the

public.

Darrell Schroeder is an Agr Business-

man in Cass County which includes

President of Schroeder Aviation. He is

a member of the North Dakota Aero-

nautics Commission.

Macdonald is President of Dakota

First Capital Corporation, a venture

capital investment company and founder of the 139 Fighter

Group "the Hostigons" of the North

Dakota Air National Guard.

Patrick Scherling is owner of Scherling

Photography in Fargo.

Gayle Diehl remains the manager of

the travel agency. With 15 years ex-

perience in the field, Diehl has worked

the Red River Valley area. Gayle has a

thorough knowledge of all phases of

travel that qualifies her to meet both

vacation and business needs. Gayle and

her staff, Shela, Edie, Noreen and

Marlene have access to the lowest

possible air fares and offer every serv-

ice a traveler may need.

Mrs. Darrell Schroeder (Jean) has been

appointed outside sales representative

and is from Davenport, N.D.

Travelers out of the Fargo-Moorhead

calling area may collect for free

services offered at Herbst Travel.

Flying Farmers elect

The North Dakota Flying Farmers

Association meeting at Bismarck

elected a new slate of officers: Arnold

Widner, Crete, was elected President;

Jerome Arness, Cooperstown, Vice

President; Betty Oake, Min-Ne-Har

Ravva, Bismarck, were re-

nominated Treasurer and Secretary

respectively.

June Jenne of Reynolds was crowned

Flying Farmer Queen at the Saturday

evening banquet. The Flying Farmers

from North and South Dakota, Minne-

sota, Washington and the Canadian

Provinces of Manitoba and Saskat-

chewan attended the event.

John Baker, Washington, D.C., Presi-

dent of the 280,000 member Aircraft

Owners and Pilots Association (AOPA),

the world's largest aviation organiza-

tion was featured speaker at the event.

Mr. Baker told the group that his

organization (AOPA) and the Inter-

national Flying Farmers bought the in-

crease in federal aviation gasoline taxes

from 4 to 12 cents per gallon, which was

enacted by the U.S. Con-

gress last month, but lost on a close

vote in the U.S. Senate.

Mr. Baker told the Flying Farmers that

the Aircraft Owners and Pilots Asso-

ciation expected to see the Federal

Government in the federal courts

because, in his view, the legislative pro-

cedure used by Congress to raise avia-

tion fuel taxes, was defective and in

violation of the U.S. Constitution. Baker

said the federal aviation fuel tax

measure originated in the Senate, while

the U.S. Constitution mandates that all

revenue measures, become hard law and

originate in the U.S. House of Representa-

tives.

Early American farmers neither shel-

tered nor fed their cattle. Cows, left to

shift for themselves, became hardy

but did not produce much milk. If a cow

gave four quarts daily, that was

considered a good yield. Modern American cows have gradually increased their

yield from 1.898 quarts annually in 1861

to the present day when they yield more

than 3,000 quarts of milk in a year.
Aviation tips and taxes...

Take off tips

After their first flight, all pilots know how to takeoff. Just turn on the power, steer the thing where you want to go, and after awhile start climbing. Because this works fairly well, there is a tendency to go about the business of centric on other phases of flight that appear less critical. A little planning can make a good takeoff require more skill than any other maneuver.

As a pilot you must consider runway length, density altitude, available power, takeoff speed, obstructions and wind direction because most takeoffs require solving one or more of these problems.

1. Shortfield Take Off — This procedure should be used any time there are obstructions in the departure path. Use the flap setting recommended by the aircraft manufacturer.

The obstruction height above the ground and the distance from the takeoff point determines the time that the best angle of attack must be maintained.

After the obstruction is cleared, accelerate to the best rate of climb speed, cruising-climb speed or cruising speed as desired.

2. Retracting The Landing Gear — The practice of retracting the wheels as soon as possible after takeoff is not the best technique for all aircraft. Transport category aircraft "takeoffs/reentries" are different from that for many other standard classification aircraft. Certain experimental category aircraft have established for such a takeoff a VI, V2 and G15s a 15 speed.

Buran observed, however, that two important misconceptions still surround the aircraft and airways program. "The commitment to overhaul the National Airspace System should not be consigned to a blank check" which Congress has given the FAA to spend capriciously. The Congress limited expenditures to five years in order to buy equipment and start this program without neglecting airports. During this time, legislators and industry representatives agreed that spending adjustments if necessary.

NATA's president added that the Association will monitor FAA expenditures of tax funds to ensure that monies are spent for the purposes for which they are intended.

"We cannot accept a large surplus in the Aviation Trust Fund of inadequate spending for airports, especially reliever facilities," he explained.

Buran also clarified language in the program as "exclusive rights" for airport tenants, including aviation sales and service companies known as fixed base operators or FBOs. "This provision simply prevents an already established leasehold from being carried up indiscriminately to allow another tenant to do business on an airport," he pointed out. "The provision will benefit the general aviation community because it will help stem the tide of companies providing professional aviation services."

He also responded to calls that the new provision will create monopolies in the FBO industry. "These charges are based on emotion rather than fact, and they reflect an obvious misunderstanding of the airport and airways program. The initial Congress was not to sow the seeds of monopolies but to protect established businesses which have made substantial investments to serve aviation."

Noting that the nation as a whole will benefit from the new program, Burian concluded, "Our airports and airways system is an integral part of America's total transportation network, and by their actions the Congress and President Reagan have recognized the importance of aviation to the nation's economic health."

WASHINGTON, D.C., September 3, 1982 — Although legislation reauthorizing and increasing selected aviation taxes is not yet law, aviation retailers will be held accountable for filing their taxes with the Internal Revenue Service (IRS), according to Lawrence Burian, president of the National Air Transportation Association (NATA). The Association represents aviation sales and service companies (fixed base operators, or FBOs), on-demand air taxis and commuter airlines.

The IRS's release of information stating that aviation taxes should be collected beginning September 1st was made after our discussions with that agency as well as meetings with the Joint Committee on Taxation and the Association's tax counsel and inquiries from retailers. We were concerned that the lack of authoritative guidelines would create confusion throughout the industry," Burian explained. "Before the IRS clarified the question of collecting taxes, NATA had repeatedly stated that retailers would be accountable for filing these taxes and should collect them whether or not they passed the full amount through to consumers. The fact that President Reagan has not signed the taxes into law does not exempt the taxes from taking effect today."

Andrew V. Cebula of NATA's Industry Research department has received hundreds of telephone calls on the tax question. "Retailers are most concerned about their accountability for filing the taxes, and they want information on filing procedures," he said. "Because we analyzed the program before it took effect, we've been able to correct misconceptions and deal with the taxes quickly and smoothly."

The National Air Transportation Association (NATA) represents the interests of fixed base operators (FBOs), air taxis and commuter airlines at 1,000 locations across the United States. FBOs provide fuel, maintenance and other support services for general aviation and commuter airlines.

NATA's material is designed to help air taxi operators understand tax procedures more quickly and incorporate them into their financial systems smoothly.

NATA is providing this information without charge as an aid to air taxis. In addition, members of the Association's Technical staff are available to answer tax questions.

To receive NATA's tax material, call the Association's Washington offices at (202) 960-4000.

When Pigeongrass and Broadleafs threaten spring wheel...

November 1982

Special Bulletin

King Radio Corporation has put together the KNS-80 Integrated NAV system, KY 196/197 Com, and KJ 206 Indicator at a smaller price. Plus Dakota Aero Tech will also discount the sale prices even further.

List King Sale Dakota Aaerotech

KNS-80 KY 196 Total Total

KJ 206 Indicator 196 197

$10,705.00 $9,500.00

$450.00

Call Us For Estimates, No Obligation.

Phone: 701-237-5305

Dakota Aero Tech Inc.

P.O. Box 5534 Hector Field, Fargo, ND 58105

FAA CRS DO 4:10

Page 5

Air taxis and taxes...
MOONEY AIRCRAFT

1983 MOONEY 201 — NOV. 1 DELIVERY —
1979 MOONEY 201
1967 180 HP MOONEY
1967 180 HP MOONEY
1977 MOONEY 201
Willmar Air Service Inc.
Our 37th year of Sales & Service
Municipal Airport — Willmar, MN 56201
Bruce Jaeger, Pres.
612-235-4844 or After Hours 612-235-7985
SERVICE SPECIALISTS —
We specialize in servicing Moones. Schedule your next repair or mainten ance into our highly skilled service department.

From Your Secretary

By Jack Daniels,
NDAA Exec. Sec.

Many North Dakota aviators are jumping to false conclusions about the report of the Governor’s Task Force on state government and its impact on the Aeronautics Commission.
The independent study of the Governor’s Task Force has led many in the aviation community to believe the Governor is going to do away with the Commission and put its duties and functions under some other department. This report is not the case.
The independent report simply gives the Governor some ideas on how he might best organize those departments and agencies he is responsible for into a better managed unit.
It is not the views of the Governor or the aviation community.
The misinformation concerning this issue is flooding the Governor’s office and causing considerable concern for him.
When the Governor has made an adequate review of the report he will make a determination on actions he feels should be taken. At that time the aviation community can respond.

Grants approved

The North Dakota Aeronautics Commission approved state airport grants for 13 airport improvement projects totaling $67,348.39 for paying fifty percent of the cost, according to Harold G. Vavra, Director. These are:

- Columbus: $1,852.55 — Runway extension and reflective lighting system.
- Crosby: 600.00 — Power Mower
- Drayton: 1,700.00 — Purchase runway land
- Golden Valley Co. (Beach) 7,120.00 — Supp. for apron and taxiway pavement
- Hazen: 1,100.00 — Earthwork and grading of taxiway & apron
- Hebron: 1,650.00 — Purchase used tractor and mower
- Int’l. Peace Garden: 2,783.74 — Completion of 2’ overlay on runway, taxiway, apron and paint numbers
- Lakota: 2,592.00 — 3’ exahult on runway, taxiway and apron.
- Lidgerwood: 9,500.00 — Purchase land, grade new N-S runway
- Lisbon: 4,000.00 — Seal coat paved runway
- Mandan: 12,000.00 — Purchase and install VASI
- Park River: 1,500.00 — Tractor and mower
- St. Thomas: 7,44/30 — Seal coat runway, taxiway and apron
- Washburn: 2,500.00 — Survey and preliminary design plans for grading and paving
- Watford City: 1,500.00 — Pave turnaround at SE runway end & parking area.

The source of state funds is a 4 percent excise tax on the sales price of aviation motor fuels.

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Area representative - L. JOHN WEBER

SKY TRACTOR SUPPLY
Hillsboro, ND 58045
701-436-4505

FINANCING THROUGH GRUMMAN CREDIT CORP. FOR QUALIFIED BUYERS

"YOUR COMPLETE LINE DEALER"

1982 G-164B AG-CAT
Serial number: 400 HP, 400 Gal. FTO, 60 Gal.
Fuel, 24V. APU Nav. Lights, Spray Only, Dual Controls,
Bottom Load, Cool Seat, Smoker, Flagger, Standard
Boom.

— Call For Price —

1979 600B AG-CAT
AG-100 Prop, 80 Gal. Fuel, 401TT, Elevator Servo-Tab,
Auto Flagger, Spreader, No Damage History — Spring ’82
Annual $76,500.00 Firm.

Distributors For:
- Cal-Mil Helmets
- Dura-Kev Flight Suits
- Transland Spray Equipment
- Spraying Systems
- Automatic Flagman
- Flags
- Agrinautics
- Pacific Propellers
WASHBURN . . . is doing a preliminary survey and design to grade and develop drainage on the two tarf runways. They are awaiting word on a grant application from the Energy Impact Office.

BEULAH . . . has completed the apron expansion project. They are considering some hangar designs to accommodate approximately 10 hangared aircraft. They also need a lighted wind indicator for pilots to view for nighttime wind velocity.

WATFORD CITY . . . has completed a widening of the taxiway to 26 feet, turnaround at S6 runway end, paved and expanded pavement for aircraft parking. The Airport Authority is busy planning for an airport expansion project.

DRAYTON . . . plans to buy the existing airport land presently under lease. They must also acquire the approach easements and consider a runway extension to the north.

CAVALIER . . . a hot mix overlay of the asphalt surfaces has been completed this summer. The Airport Authority will consider painting the runway, removing trees, and lighting the windsock.

LIDGERWOOD . . . A site for an airport has been selected. Negotiations are underway to acquire the land, grade a N-V runway, and light the new airstrip. We must acknowledge the community leaders for recognizing the value of an airport for their area.

On the use of ADAP taxes . . .

(Reprinted from NATA Air Trp News)

Since 1979, when groups representing the aviation industry began to establish a strategy for the renewal of the Airport Development Aid Program, two goals have been primary. First, industry groups have worked to limit user taxes to levels that would fund the program without creating an excessive Aviation Trust Fund (ATF) surplus. Second, lawmakers have sought to ensure that the taxes collected would be spent for aviation programs, not held hostage to balance the overall federal budget.

As ADAP takes on its final form, with changes still possible, the aviation groups are generally comfortable that they have achieved these goals. The administration's proposed taxes of 16 cents per gal of avgas and 60 cents on jet fuel have been whittled down to more acceptable levels of 12 and 14 cents, respectively, and further reductions may still be possible. Additionally, actions have been initiated to require that aviation taxes be spent specifically on aviation projects.

NATA has stood at the forefront of groups demanding mandatory language in ADAP legislation. President Larry Burian repeatedly declared that NATA Members are concerned and dissatisfied with the gap that has existed between taxes collected and funds actually spent. In testimony, he has articulated the Association's position that Members can support higher taxes provided that airport and airline capital improvements need are fully met.

Because Members are apprehensive about higher user taxes and the programs on which they will be spent, Burian said that the Association is counting on Congress to develop legislation that will protect the industry's investments in the airports and airways system.

Others in positions of influence in aviation share NATA's concern. Dick Collins, editor of "Flying," magazine has written, "The hoisting taken by the flying November 1982 public over the trust fund is behind us. The task is now to preclude any repeat. Only good legislation will do this."

The administration and Congress have recognized the industry's concerns. Transportation Secretary Drew Lewis has stated, "If Congress can come up with some form of legislation to lock us in to a certain percentage of the Trust Fund monies for their intended purposes, we would be pleased to be locked in."

In the Senate, Aviation Subcommittee Chairman Nancy L. Kassebaum (R-KS) has designed a "trigger" provision that would eliminate all aviation taxes and prohibit Trust Fund expenditures for the operations and maintenance, research and development, and facilities and equipment of the Federal Aviation Administration (FAA). These actions would take place if less than 65 percent of the money authorized for airports is spent in any year.

Sen. Bob Packwood (R-OR) elaborated on this idea. "This trigger was meant, quite frankly, as a hammer to make sure that no administration tries to prohibit the spending for airport development because those who pay the user fees believe this is an important program."

Reg. Norman Y. Mineta (D-CA), Chairman of the House Aviation Subcommittee, also understands the concerns of the aviation industry. He has stated that he will propose a second and lower schedule of aviation taxes that would take effect whenever the Trust Fund balance exceeds a specified amount. Neither the taxes nor the exact Trust Fund level has been established.

While the specific provisions of ADAP legislation have yet to be developed, individuals in all segments of aviation can feel more assured that user taxes will be spent as they were intended. This feeling doesn't mean that NATA and other groups will sit back, relax and let things happen, however, because constant industry oversight will be essential.

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