Vavra challenges plan report

By SCOTT STAFF Tribune Staff Writer

The Governor's Management Task Force plan would ground the State Aeronautics Commission, according to Commissioner Harold Vavra.

The Aeronautics Commission, which oversees the licensing and safety of North Dakota airports and aircraft, appears to be the biggest loser among the agencies reviewed by the task force, which released its efficiency report Thursday.

In an effort to trim or earn $191,000, the task force urged stripping the state committee of three of its five workers, federally-subsidized safety inspection functions and two publications for pilots.

The task force also proposed switching the commission's aircraft and pilot licensing Division, as well as moving Vavra's office back to the capital.

"We just couldn't operate like that," the veteran state commissioner said.

Vavra claimed the task force did not have adequate information and overlooked several important factors in reaching its decisions. He found fault with nearly all of the nine recommendations contained in the private industry efficiency task force's findings.

New aviation tax laws now in effect

The 1982 Federal Airport and Revenue Act passed by Congress in August, 1982, increased airline passenger ticket tax from 5½ to 8½ percent on each passenger fare and increased aircraft motor fuels taxes taking effect on September 1, 1982.

The Internal Revenue Service (IRS), Washington, D.C. has advised that all airports and operators selling aviation motor fuels are expected to collect the higher federal excise tax on all aviation motor fuels on sales effective September 1, 1982. IRS advised that it plans a mailing in late September to all airports and operators who previously filed a Form 106 detailing the new taxes and collection and reporting procedures.

Ray Nolan, an IRS official in Washington, D.C. in charge of developing the new federal form, advised that any airport or operator who filed a Form 106 in 1981, will receive the new form covering the third quarter of 1982. Nolan suggested that anyone with questions about the new taxes contact him at the IRS at Address, Correction Requested

The Official Publication Of The North Dakota Aviation Association and carrying the Official News of the North Dakota Aeronautics Commission

Volume 3 — Number 10 October 1982

Wahpeton, ND 58075

Federal Tax on Aviation Gasoline

On September 1, 1982, federal excise tax on aviation gasoline increased from 4¢ to 12¢ per gallon and on aviation jet motor fuel "J" to 14¢ per gallon. All aviation gasoline in the past and in the future is federal excise tax and has been collected at the refinery level. Any aviation gasoline which is delivered to the airport and taxed base operator, who sells it at retail to a tax collector for the IRS on the 4¢ per gallon.

Some aerial operators who operate from their own private airport and maintain their own aviation gasoline facility for their own use, purchase aviation gasoline from a wholesaler who will pay the additional 4¢ per gallon federal tax and deliver aviation gasoline with all federal taxes assessed. In this instance, the aerial operator will notice an increase in price with the added 4¢ per gallon added to the delivered price.

Federal Tax on Aviation Jet Motor Fuel Effective September 1, 1982, the federal tax on aviation jet motor fuel increased from 4¢ federal tax to 14¢ per gallon. There is no refinery tax on aviation jet motor fuel. Therefore, the entire 14¢ per gallon federal tax must be added onto the sale price at retail by the airport or fixed base operator who sells jet fuel.

Tax Exempt Users of both Aviation Gasoline and Aviation Jet Motor Fuel Federal, State, and local governments are tax exempt users of aviation gasoline and jet motor fuels and may get the 4¢ per gallon federal tax and the 14¢ on gasoline and 14¢ on jet motor fuels by giving an Exemption Certificate to the Retailer which includes an IRS Exemption Certificate, an IRS Certificate Registry Number and a brief statement of the exempted users.

Scheduled airlines and scheduled commercial airlines which are required to collect the 8% passenger ticket tax and remit to the IRS are exempt of all aviation motor fuel taxes.

Part 135 Air Taxi Operators The Internal Revenue Code provides that small aircraft operated for the transportation of persons for hire on a demand basis, by a Part 135 operator, must pay the 8% passenger ticket tax on all flight tickets. If a Part 135 operator is found to be paying the 8% passenger ticket tax, the IRS could assess a penalty of $10,000 per violation.

Tax Exemption of Aviation Jet Motor Fuel Taxes for Certain Helicopter Users Under Restricted Conditions The new 1982 Revenue Act provides for an exemption from the 8% passenger ticket tax on jet motor fuel, if the helicopter is used for: 1. Transportation of individuals, equipment, or supplies in the exploration for natural gas or oil.
Aerospace Commission has licensed 90 aerial applicator firms in the state, utilizing more aircraft and helicopters for application of agricultural chemicals, who can qualify for use of aircraft for control of blackbirds in sunflowers.

Farmers who have a blackbird problem and who are looking for a qualified pilot to apply, or who have already applied, on their farmland, are encouraged to contact the State Agriculture Commission in Bismarck for information as to the location of the nearest experienced aerial applicator in the area.

Weed control

FORT COLLINS, Colo. — Weed seeds totaling more than 300,000 per acre in the top 6 inches of topsoil were reduced to about 10,000 after a weed management program was initiated, report Edward E. Schweizer, plant physiologist with USDA's Agricultural Research Service. Schweizer conducted the program for 6 years on irrigated corn to demonstrate the minimum amount of chemicals needed for effective weed control.

TwO control systems were used over the six growing seasons with both reducing weed seed populations by 98 percent. Both systems resulted in equal corn yields, an average of 127 bushels per acre. In one system, a mixture of pounds per acre of alachlor and 1/2 pounds of atrazine was applied pre-emergence each year, followed by a post-emergence application of 1/2 pound per acre. The second system, which included basic in-furrow herbicides, only 3 pounds per acre of atrazine was applied pre-emergence each year.

After the third year, herbicides were applied to only half of each plot in each system. However, redroot pigweed increased in both systems that did not receive herbicides after the third year and corn yields were reduced 36 percent by weed competition the second year after the end of herbicide treatments.

New product

A convenient new way to check the pattern and droplet size of chemical sprays is being offered by Ciba-Geigy through an exclusive distributor in the U.S., the Micron Corp. of Houston, Tex.

For several years, scientists throughout the world who analyze spray accuracy have used two kinds of special papers made by Ciba-Geigy. Now the papers — oil-sensitive and water-sensitive — are available to ground and aerial applicators, engineers, and crop producers. They work in farm, forest, commerce, and recreation-land use.

Where droplets fail on them, the yellow-colored papers automatically turn black. No longer is it necessary to put down in tanks so sprays will show up on white collection paper.

Frank McGarvey, president of Micron, says he first tried the Ciba-Geigy papers to check the Micronix rotary sprayers his company makes and sells.

"Correct droplet size, density per square centimeter, and lack of drift all could be seen with the papers," he says. "Since we design controlled-droplet equipment, these papers became an integral part of our field demonstrations. When Ciba-Geigy decided to market their papers, we wanted to be exclusive U.S. distributor."

Each order contains a plastic card with holes measuring one, one-half, and one-fourth square centimeter. Instructions explain how to lay the card over the sprayed paper and count the drops. Tables list the desired number of droplets for various applications. Photographs show how to detect a variety of spray-nozzle problems.

"We also illustrate where to distribute the papers for different kinds of treatsments, from laying them on the ground to attaching them to trees," says McGarvey. "Applicators can make sure coverage is on target without drift."

There are two ways to buy the oil-sensitive papers. Bags of 100 two-by-three-inch cards cost $2.50 and rolls two inches-by-30 feet cost $14.50. Water-sensitive papers also come two ways. Bags of 30 one-by-three-inch cards cost $6.25 and straps one inch-by-20 inches cost $17.50.

All orders need to be placed with Micron Corp. at P.O. Box 1969, Houston, TX 77224 or by phoning toll free 800-231-1777.

New taxes

(Continued from page 1)

2. For the planting, cultivation, cutting or transportation of, or caring for trees, including logging operations, provided it is: 

3. The uses in paragraphs (1) or (2) of the helicopter does not take off from, or land at a facility eligible for assessment under the Airport and Airway Development Act of 1970, or otherwise does not use services provided pursuant to the Airport and Airways Development Act of 1932.

Relating to the Helicopter Exemption for special uses, the new tax law provides for a "Refund of the Tax" from the IRS if the aviation fuel is not used for a taxable purpose.

Processing Minnesota foods generates $2 billion to the state's economy.

RELATIVE WIND

Official magazine of the ND Aviation Association. Published monthly for members of the ND Aviation Industry. Carrying the official Bulletin of the ND Aeronautics Commission.

CO-PUBLISHERS

North Dakota Aviation Association and Prairie West Publications.

EDITOR

Patricia J. Estes

EDITORIAL ADVISORS

Larry Liran, William Sealls, Fred Anderson, John Rambo, Arnie Widmer, Mike Hult and Dan Thompson.

ADVERTISING MANAGER

Richard K. Estes

ADDRESS ALL CORRESPONDENCE TO: Prairie West Publications

Box 1969

Williston, ND 58802

October 1982
GLEN ULLIN... will be considering an airport expansion and paving project for the year 1983. They will first look into realignment of the runway, tree obstruction removal and pavement costs.

HERBON... has a 220' turf strip and is planning to expand its length. The turf is smooth and the airport is lighted. They are planning to purchase a surplus tractor and mower.

INTERNATIONAL PEACE GARDEN (DUNSEITH)... has completed a seal coat and is freshly painted. The taxiways and aircraft parking blocks have been replaced.

LAKOTA... is completing an overlay of the airport runway and taxiway. A new taxiway has been installed on some newly installed light poles located at the NW runway end. Caution advised on approaches at this runway end.

LIDGERWOOD... is in the planning stages for an airport for their community. The Aeronautics Commission staff met with local citizens and reviewed the site. The City Council in this community of 1000 people realize that a good airport will enhance new business development and the access to existing local firms.

LISBON... is completing the new runway length project. They will also do a seal coat job on their runway in conjunction with a city project. This coordinated activity reduced the overall costs for the airport seal coating.

NEW TOWN... is in the process of installing runway lights on their new 3000' X 50' asphalt runway. Check with FSS on activation date. Expected to be completed this fall.

MADDICK... Airport Authority and City Council members met with Aeronautics Commission staff on their airport. The center 20' of the runway is firm but the 12.5' edges are soft and hazardous. They must do some work to raise enough revenue for this reconstruction work of the runway, possibly with some county support aid.

When Pigeongrass and Broadleafes threaten spring wheat...

Take The Dakota Aero Tech Challenge!

Dakota Aero Tech Avionics department will give exceptional low prices on KING and NARCO Avionics thru October.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>List Price</th>
<th>Yearly Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>KING KH153 (wo/gs) and KH1206</td>
<td>3100</td>
<td>2100</td>
</tr>
<tr>
<td>NARCO KH250 (wo/gs) and ID824</td>
<td>3140</td>
<td>2100</td>
</tr>
<tr>
<td>KING KT76A TRANSPONDER</td>
<td>855</td>
<td>575</td>
</tr>
<tr>
<td>NARCO KT76A TRANSPONDER</td>
<td>855</td>
<td>575</td>
</tr>
<tr>
<td>KING KN 64 DME</td>
<td>2400</td>
<td>1600</td>
</tr>
<tr>
<td>NARCO DME80 DME</td>
<td>2425</td>
<td>1600</td>
</tr>
</tbody>
</table>

Contact Dakota Aero Tech Today.

PHONE: 1-701-237-5305

P.O. Box 5334 Hector Field, Fargo, ND 58105

FAX Certified Repair Station ID#06-10

North Dakota Aviation Association Officers

President: Larry Larson,
Wahpeton, ND.

Vice-President: Fred Anderson,
Aviation Services Inc., Minot,
ND.

Secretary: Annar Widmer, Widmer Flying Services, Crete,
ND.

Treasurer: Mike Hoti, Mayport Aviation, Maxville, N.D.

Delegate to National Agricultural Assn.: Dan Thompson, Thompson Aerial Sprays, Wyndmere, ND.

WANTED

Selective Student Projects For Recovering And Refurbishing - Also

Want To SELL OR BUY Something?

Use A "RELATIVE WIND" Classified Ad. Pre-Paid only $15.00 minimum or .75 per word ($10.00 min. or .50 for NDAA members)

Fill in the blanks and mail your check To: Prairie West Publications, Box 1018,
Wahpeton, ND 58075

Deadline for November 1982 Issue is October 11, 1982

North Dakota Aviation Association Officers

Immediate Past President: Bill
Beers, Central Flying Service,
Washburn, ND.

Executive Secretary: Jack
Daniels, Serv-Air Accessories,
Inc., Williston, ND.

Delegate to National Agricultural Assn.: Dan Thompson, Thompson Aerial Sprays, Wyndmere, ND.

MOONEY AIRCRAFT

1983 MOONEY 201 — NOV. 1 DELIVERY

1982 MOONEY 201

1967 180 HP MOONEY

1964 MOONEY 180 HP

Willmar Air Service Inc.

Our 37th year of Sales & Service

Municipal Airport — Willmar, MN 56201

Bruce Jaeger, Pres.

612-235-4844 or After Hours 612-235-4755

We specialize in servicing Mooneys. Schedule your next repair or maintenance into our highly skilled service department.

Page 5
At Bonanzville, West Fargo

Antique plane museum open

By Karen McConn

Shortly after WWII, a man named McKinnis, an aeronautics instructor at North Dakota State University, bought a single-engine plane with all metal retractable wings. He flew it about 30 hours.

The story has it that the military wanted to buy it and use it as a reconnaissance plane. McKinnis, for some reason totally adverse to the prospect, tore his plane apart and stored it in his garage. There it remained until after his death when a family member turned it over to Argusville crop sprayer Warren Walkinslaw, who with Bonanzville's Ken McIntyre, turned it over to Charlie Klessig, page aviator, who is reassembling the plane.

The McKinnis will join other antique planes in the new $180,000 aviation wing at Bonanzville in West Fargo. The 100,000 sq. ft. building was erected last year, and the museum it houses is thought to be the largest of its kind in the Upper Midwest. According to McIntyre, Bonanzville now has an agreement with the Wright-Patterson Military field at Dayton, Ohio, through which the museum will receive as donations duplicate planes the Ohio field receives.

Soon museum visitors will be able to see the C-45 twin engine military plane and a B-2-like the one Jimmy Doolittle flew into Japan in WWII.

At present there are about a half-dozen planes on display, including two sail planes, gliders, one a "single passenger and the other built for two. Both would "tail" to 20,000 feet.

One of six OX-5 in the world, and one of only two flyable, was donated to the museum by Charles Klessig, who acquired it in 1969. The bi-plane, a WWI trainer, has a 90 hp Curtiss engine and uses about 9 gallons of gasoline per hour.

Darrell Schroeder, Davenport, donated a bi-plane made by Fairchild in 1943. The plane has a 175 hp Ranger L-44-4 engine, a wing span of 36 feet, and a landing speed of 80 mph.

Also on display is a BT-13 WWII trainer that was part of the Hemp Collection in Rochester, Minnesota, and donated by Les Motroe and Eugene Dahl. There is a J-5 Cub 2-passenger, which is said to have done for flying what the Model T did for driving. Soon the first aerial spray plane used in this area will be coming in. Klessig is also rebuilding a 1911 Pusher, on which the pilot sits out in front and the engine behind, the way the Wright brothers flew.

The estimated value of the plane is more than a quarter of a million dollars.

Get Broad Coverage...

AVIATION UNDERWRITING SPECIALISTS

YOUR BROAD COVERAGE AVIATION INSURANCE SPECIALISTS — WITH COLLECTIVELY OVER 65 YEARS OF EXPERIENCE IN AVIATION INSURANCE.

THAT'S WHY 4 YEARS AGO OUR NAME BECAME WHAT WE REALLY ARE —

AVIATION UNDERWRITING SPECIALISTS

For FBO's —

FULL LINE COVERAGE

• AIRCRAFT LIABILITY
• HULL COVERAGE
• PREMISES LIABILITY
• PRODUCTS LIABILITY
• HANGAR KEEPER'S LIABILITY
• CARGO LIABILITY

AND MORE —

For Ag Operators:

• AIRCRAFT LIABILITY
• HULL COVERAGE
• CHEMICAL DRIFT LIABILITY
• FARMER/OWNER/GROWER COVERAGE
• SPRAYING CITIES AND TOWNS COVERAGE

For Private Owners:

• AIRCRAFT LIABILITY
• NON-OWNER DAMAGE
• HULL DAMAGE

ASK AUS
800-325-8079
Area representative - L. JOHN WEBER

16301 FONTAINE DRIVE - P.O. BOX 1039
CHESTERFIELD, MO 63017

SKY TRACTOR SUPPLY

FINANCING THROUGH GRUMMANN CREDIT CORP. FOR QUALIFIED BUYERS.

"YOUR COMPLETE LINE DEALER"