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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 \$319,000, the task force urged stripping the small state commission 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 duties to the state Motor Vehicle Division, as well as moving Vavra's offices back to the capitol.

"We just couldn't operate like that," the veteran state air 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 team's findings on

the Aeronautics Commission.

Some of the changes would actually result in the spending of more money and could endanger the safety of pilots and air passengers, Vavra claimed.

He complained he was not adequately consulted by members of the task force. Vavra also said he was given no indication the recommendations would be so harsh.

Vavra took the efficiency study group to task on these grounds:

- The group suggested the commission no longer undertake federally-subsidized safety studies of the 80 airports and landing strips in the state. The \$16,900 subsidy covers transportation costs and clerical time, but does not pay for administrative overhead, the study group found.

Vavra says nearly all states undertake the subsidized safety inspections, because the trips give state air officials a firsthand look at airport conditions and improve relations with outstate flight centers.

The task force also overlooked the fact the commission "doubles up" its duties and also inspects state-aid projects at airports while making the federal safety tours, Vavra said. The project inspections would have to continue even if the federal subsidy was given up, Vavra noted. That means the state

would end up paying the full cost of the flights.

- According to the task force, the Aeronautics Commission is not justified in paying \$18,000 a year for two publications, a state aeronautical chart and a publication entitled Relative Wind. The task force described the chart as "little more than publicity for the commission."

Vavra disagreed, claiming both publications are the best source of information for pilots. In some cases, the magazine and map are the fastest way for aircraft owners to find out about new safety items and developments at airports.

- In addition to increasing fees, the task force urged the transfer of aircraft and pilot registration to the state Motor Vehicle Division. The efficiency experts claimed the transition could be made "without difficulty."

Vavra disagreed. He said the licensing procedures and details governing the estimated 1,700 aircraft and 2,500 pilots in North Dakota are a "a lot more complex than they think."

The commissioner explained that the licensing work requires a knowledge of aircraft and good contacts with national aviation officials. Many of the hours involved in handling the licenses actually involve highly technical complaints and questions that would have to

be handled by the Aeronautics Commission anyway, he said.

- The task force said the state could save \$16,000 a year in rental costs by switching the commission headquarters from the Bismarck Airport to the Highway Department building.

Vavra said there are several reasons for keeping the location. Chief among them is the fact commission workers are now located "just across the road" from the frequently visited state Federal Aviation Administration office. Additionally, most state air commissions operate at airports, which permits the agencies to be in close contact with airport officials and pilots.

- Without the safety inspection duties, the Aeronautics Commission could sell its airplane, valued at \$17,000, and use a Highway Department aircraft when one is needed, the task force concluded.

Vavra says that while every state highway department does not have an airplane, every air commission does.

And he said the larger Highway Department airplane would cost at least two to three times more to operate than the Aeronautics Commission's 1966 single-engine aircraft.

(Reprinted with permission from the Bismarck Tribune.)

Aug. 28, 1982

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 5% to 8% of the passenger fare and increased aircraft motor fuel 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 720 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 720 in 1980, 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 Internal Revenue Service, Room 5554, 1111 Constitution Avenue, N.W., Washington, D.C. at telephone (202) 566-3601.

4¢ to 12¢ per gallon and on aviation jet motor fuel from "0" to 14¢ per gallon. All aviation gasoline in the past and in the future has 4¢ per gallon federal tax collected at the refinery level. Therefore, when an airport receives aviation gasoline from the wholesale source, the net cost of aviation gasoline when delivered to the airport or fixed base operator, includes the 4¢ per gallon. The additional 8¢ per gallon tax on aviation gasoline is then added to the invoice or sale at retail by the airport or fixed base operator. The airport or airport operator, who sells at retail is a tax collector for the IRS on the 8¢ per gallon.

Some aerial applicators who operate from their own private airport and maintain their own aviation gasoline fueling facility for their own use, purchase aviation gasoline from a wholesaler who will pay the additional 8¢ per gallon federal tax and deliver aviation gasoline with all federal taxes paid in advance. In this instance, the aerial applicator will notice an increase in price with the added 8¢ per gallon added to the delivered price.

tax on aviation jet motor fuel increased from "0" 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 motor 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 8¢ per gallon retail federal tax exempted at retail on aviation gasoline and the 14¢ per gallon on aviation jet motor fuels by giving an Exemption Certificate to the Retailer which includes an IRS Exemption Certificate, with an IRS Certificate Registry Number and a brief statement of the exempted uses.

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

that small aircraft operated for the transportation of persons for hire on a demand basis, by a Part 135 air taxi operator, with aircraft having a maximum certificated take off weight of 6,000 pounds or less, the operator is exempt from the collection of the 8% passenger ticket tax, but is not exempt from paying the federal aviation fuel taxes.

Those on-demand Part 135 Air Taxi operators, who use aircraft with a maximum certificated take off weight of more than 6,000 pounds, must collect the 8% passenger ticket tax and remit same to the IRS, but are exempted from paying the federal aviation fuel taxes.

Tax Exemption of Aviation Jet Motor Fuel Taxes for Certain Helicopter Uses Under Restricted Conditions

The new 1982 Revenue Act provides for Helicopter Exemption of the 14 cents per gallon federal tax on jet motor fuel, if the helicopter is used for:

1. Transportation of individuals, equipment, or supplies in the exploration for

Federal Tax on Aviation Gasoline
On September 1, 1982, federal excise tax on aviation gasoline increased from October 1982

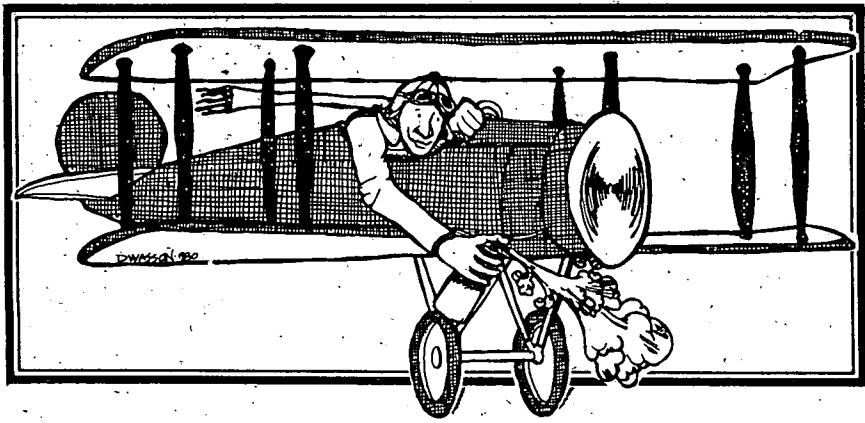
Federal Tax on Aviation Jet Motor Fuel
Effective September 1, 1982, the federal

Part 135 Air Taxi Operators
The Internal Revenue Code provides

Relative Wind

(Continued on page 2)

Page 1



License required

Harold G. Vavra, Director of the State Aeronautics Commission issued a warning to unqualified pilots, who may be using aircraft to spread avitrol (chemically treated corn) to control blackbirds in sunflower fields.

Vavra said he had received reports that some pilots with no aerial applicator's state-license issued by the Aeronautics Commission may be engaging in this activity.

Vavra said that the spreading of avitrol in sunflower fields by aircraft for blackbird control, by regulation of the Aeronautics Commission, must be carried out by qualified pilots licensed for the aerial application of agricultural chemicals.

Pilots to qualify for a state aerial applicator's license must have a minimum of 500 hours of flying experience, which includes two years of supervised low flying aerial application experience before such a pilot may be licensed by the State as an independent operator engaging in the aerial application of avitrol for blackbird control or application of other agricultural chemicals.

In addition, the pilot to qualify for the spreading of avitrol (chemically treated corn) must receive basic instruction in its use for blackbird control from the U.S. Fish and Wildlife Agency or the local county agent.

Vavra said this year, the State

Aeronautics Commission has licensed 190 aerial applicator firms in the state, utilizing 310 aircraft and helicopters for application of agricultural chemicals, who can qualify for use of avitrol for control of blackbirds in sunflowers.

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

Weed control

FORT COLLINS, Co. — Weed seeds totaling more than 500,000 per acre in the top 10 inches of topsoil were reduced to about 10,000 after a weed management program was initiated, reports 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 2 pounds per acre of alachlor and 1½ pounds of atrazine was applied pre-emergence each year, followed by a post-emergence application of ½ pound per acre of 2,4-D. In the second system, only 2 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 35 percent by weed competition the second year after the end of herbicide treatments.

Ag Book

It's all you ever needed to know — perhaps more? — about agricultural farm statistics in North Dakota but didn't know whom to ask. It's the fiftieth issue of agricultural statistics compiled by the North Dakota Crop and Livestock Reporting Service.

The publication is "North Dakota Agricultural Statistics 1982" and is available from Agricultural Communication, Bulletin Room, Morrill Hall, NDSU, Fargo, ND 58105 for \$3 a single copy.

The publication includes information for the state on crop production, livestock numbers, farm income, prices, weather and grain shipments.

The publication not only gives the state's rank in major crops but also ranks the counties in the state according to crop and livestock production.

Last year North Dakota ranked first in the production of durum, spring wheat and all wheat, barley, flaxseed, pinto beans, sunflower (both oil and non oil) and was second only to Michigan in dry edible bean production. North Dakota ranked fourth nationally in the production of sugar beets and rye, fifth in oat production and sixth in potato production.

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 fall on them, the yellow-colored papers automatically turn blue. No longer is it necessary to put dyes 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 Micromax 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, those papers became an integral part of our field demonstrations. When Ciba-Geigy decided to market the papers, I 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 droplets. 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 treatments, from laying them on the ground to attaching them in 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 50 two-by-three-inch cards cost \$6.25 and rolls two inches-by-33 feet cost \$14.50. Water-sensitive papers also come two ways. Bags of 50 one-by-three-inch cards cost \$6.25 and strips one inch-by-20 inches cost \$17.50.

All orders need to be placed with Micron Corp. at P.O. Box 19698, Houston, TX 77224 or by phoning toll free 800-231-1777.

New taxes

(Continued from page 1)

or the development or removal of hard minerals, or

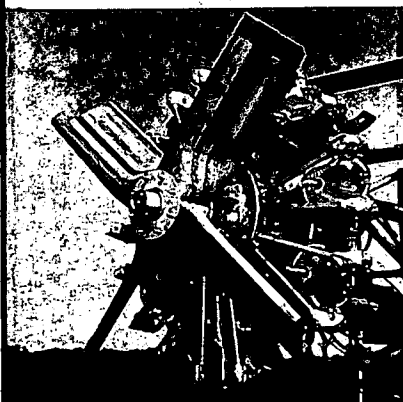
2. For the planing, cultivation, cutting or transportation of, or caring for trees including logging operations, provided only if:

3. The uses in paragraphs (1) or (2) of the helicopter does not take off from, or land at a facility eligible for assistance 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 1982.

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.

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Antique plane museum open

By Karen McConn

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

The story has it that the military wanted to buy it and use it as a reconnaissance plane. McKinnie, 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 Walkinshaw, who with Bonanzaville's Ken McIntyre, turned it over to Charlie Klessig, Page aviator, who is reassembling the plane.

The McKinnie will join other antique planes in the new \$150,000 aviation wing

at Bonanzaville in West Fargo. The 100 x 200 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, Bonanzaville 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-25 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, or gliders, one a single-passenger and the other built for two. Both would "sail" to 30,000 feet.

One of six OX-5s 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 Curtis engine and uses about 9 gallons of gasoline per hour.

Darrol Schroeder, Davenport, donated a bi-plane made by Fairchild in 1943. The plane has a 175 hp Ranger L 44-3 engine, a wing span of 36 feet, and a landing speed of 80 mph.

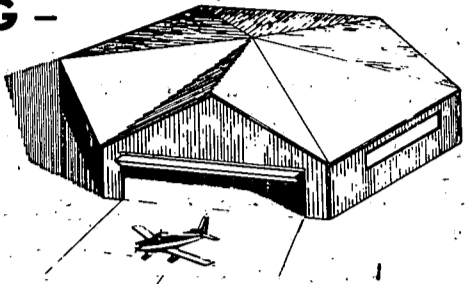
Also on display is a BT-13 WWII trainer that was part of the Hemp Collection in Rochester, Minnesota, and donated by Les Melroe and Eugene Dahl. There is a J-5 Cub 2-passenger, which is said to have done for flying what the Model T did for driving. Soon the first aerial spray plane used in this area 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 planes is more than a quarter of a million dollars.

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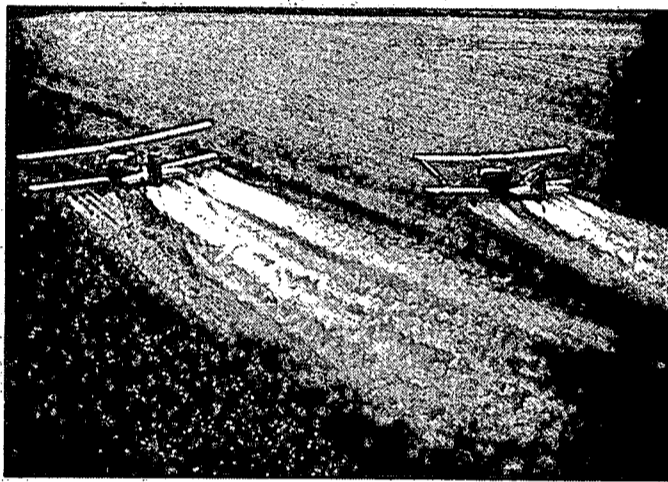
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