Airport aid bill passes Senate

By Harold G. Vavra
Director, N.D. Aeronautics Commission

A divisive Federal-aid Airport and Airway Development Authorization Bill (H.R. 661) (AADAP) passed the U.S. Senate as a part of the Senate Budget Reconciliation and Tax Bill on July 23rd and is now in a joint Conference Committee of the House and Senate to iron out differences.

Aviation fuel tax levels of 12 and 14 cents per gallon on aviation and turbine fuel rode the coat tails of unusual legislative process when the House of Representatives abandoned its own Airport Bill (H.R. 222) and decided to go directly to conference on the Senate’s bill H.R. 661, to raise about $100 billion in various tax increases.

The maneuver to bypass consideration of H.R. 222, (AADAP bill), which originated in the U.S. House of Representatives was explained by the Chairman of the House Ways and Means Committee to the Washington Post Newspaper. The reason this revenue measure didn’t come out of his Ways and Means Committee, as the authors of the U.S. Constitution would have preferred, is that there simply wasn’t time. When you’re cracking a safe you have to be quick about it.

The U.S. Senate in an all-night session ending just a few minutes before 5:30 a.m. on July 22nd, passed an Airport aid (H.R. 222) and other aviation authorization legislation as a part of H.R. 661.

All members of the U.S. Senate and House of Representatives prior to consideration of the Airport aid bill received a letter dated, July 16th from Drew Lewis, Secretary of Transportation in which he urged the Congress to support enactment of the Airport-aid bill, along with the tax package which increases the airline passenger ticket tax from 5 to 6%, increased the avgas fuel tax from 4 to 12 cents per gallon (was 7 cents prior to October 1, 1981) decrees the jet fuel tax from 12 to 14%, a gallon on general aviation users (was 7 cents prior to October 1, 1981), levies a 5% waybill tax on air freight and $3 international departure tax on airline passengers other than to Canada.

The Secretary of Transportation in his letter, listed the Aviation Revenue to be generated by the Administration’s aviation user taxes in fiscal 1983, as follows:

FISCAL YEAR - 1983

Passenger ticket tax (5%) $2,117,000,000
Air Freight Waybill tax (5%) 109,000,000
Gen. Aviation Fuel (12/14 cents) 127,000,000
International Departure tax ($3) head 24,000,000
Taxes and Tubs (5-6 cents/lb.) 1,100,000
TOTAL $2,350,000,000

Senate Defeats Amendment to Drop Tax on Avgas

taxes 8.5 Cents Per Gallon.

Senator Edward Cannon (D-Nevada), during debate on the aviation fuel tax bill, moved an amendment which would lower the taxes on avgas from 12 to 8.5 cents, whenever the unobligated cash balance in the Airport-Airway Trust Fund exceed $500 million dollars. At present, the unobligated cash balance is about $4 billion dollars. Senator Cannon told the U.S. Senate that the Airport-aid Bill has a triggering mechanism that has been accepted. That triggering mechanism says that if less than 60 percent of the money that continued on page 2.

Black box makes troubleshooting easier

By Karen McCunn

John Kline hasn’t thought up a fancy name for the little black box he won the North Dakota Aviation Mechanics Association’s safety award with this year. The 33-year-old avionics specialist at Dakota Aero Tech explained it like this, “It’s just an invention of mine that solved a bunch of difficult problems common in troubleshooting aircraft.”

Kline also calls it an audio-visual troubleshooting aid. The box, about the size of a small transistor radio, can be clipped to the belt and, with the aid of tiny lights and blippers, used for instrument panel inspection. The aid can make an open 2-person job possible for one individual.

Pointing out the four main features that make the trouble-shooter unusual, Kline lists first the headstrap with a light that allows the hands to remain free during the inspection.

Next, he designed circuits to emit a tone and a light which give indications of problem areas during voltage and continuity checks. “When you’re so close to the panel, and trying to hold both the meter and probes in your hand and trying to view the multi-meter at the same time, it can be very difficult,” Kline said. “This way your eyes are free to watch the meter.”

The device can be attached to glass on the front of the instrument panel because it’s been built in suction cups, and he’s also attached a probe that will detect needle movement past a photo cell, eliminating the need for a second person to keep an eye on the needle.

Also by photograph, the device can detect embedded indicator lights, also very useful, as it can watch to work and on work at the same time.

Kline, originally from Moorhead, served as an air force air traffic controller in Germany in the late ’60s and early ’70s. When he was discharged, he had the hope of continuing in traffic control, but a freeze on hiring prevented his finding a job.

Interested in both aviation and electronics, he enrolled at Alexandria Vocational-Technical Institute for a 3 year course. He graduated as an honor student and then went to work for the Iowa Aviation Corporation for a couple of years.

He’s been working at Anoka County, Minnesota before he came to Fargo to join Reisi West Airlines, and set up their avionics department. The business folded six months later. The same story occurred at Air Mechanics, another Fargo operation.

Then, he joined the staff at Dakota Aero Tech in August, 1981, and set up what is now the only avionics shop in Fargo. He is the manager of the shop in which they “used to work in a garage,” but now use a custom designed, all-in-one, new and used aircraft navigation and communication equipment.

Kline’s invention will be sent to the FAA regional representative and was to be judged this summer.
Mechanics Association promotes safety
By Karen McNamara
Ten years ago the idea of forming a state association of professional aviation mechanics was a startup. The mechanics were interested and eager to keep up with advances in their field. They formed the North Dakota Professional Aviation Mechanics Association on call PAMA, for short, and a couple of years later Minnesota organized a chapter. Thirty-six people came to the first show, last March 28th in town for exhibits, classes and speakers.

The shows have grown to three days of activity, this past year that included 26 hours of classes, a roster of speakers and 36 exhibits.

Gordy Person, of Dakota Aero Tech and one of the founders of the group, commented on how the first couple of years it was tough to get industry suppliers to call. They'd been so involved in the community. More recently, they've had more requests from the seminars, they have more there in room. In fact, by the time this year's seminar was over, the program was filled for the next one.

Person commented that the seminars are particularly appropriate for mechanics who have lost their jobs in the many states they come from, where industry representatives don't often keep up with suppliers on their products.

The organization, Person said, has brought aviation mechanics into a roller cloistered group who can now seek assistance from each other, rather than feel a sense of competition.

Along with the annual show, the organization offers its members recognition in the form of a safety award. A broad range of categories competes in the contest: an idea for making the work safer, a piece of equipment to make the job easier, or even a good safety record over the past years.

Applications are judged by a state board, and first prize last year was $500. First place in the contest, co-sponsored by the North Dakota State Aeronautics Commission, went to John Klime, avionics manager at Dakota Aero Tech in Fargo, for an audio-visual troubleshooting aid for instrument panel checks.

Person explained that the mechanics award was begun several years ago when the FAA stopped giving them on a state level. PAMA believed there was a need for such recognition in the state.

Ten hours, one gallon, 36 exhibits.

The modern aircraft engine is a highly reliable piece of machinery, but it can and it does fail. Power failures are often pilot induced but sometimes an engine can fail mechanically. In any event, when things suddenly get quiet, it's a relief to know that you are going to come down, how the forced descent and landing works, depends on the pilot's skills and judgment.

Any pilot doesn't consider the possibility of engine failure during any flight, but it can happen. Engine failure and landing planning for an emergency should be a must item in your pre-flight planning.

Many power losses happen at the first takeoff.

Attempts to lower fuel tax

is authorized to be spent for airport development is not made available for enforcement, but the taxing and spending authority granted, except for airport development spending, terminates at the end of the fiscal year. So we do not need to worry about the Trans Fund mounting a big surplus and we frankly have had that problem in the past.

The revenue effect of Senator Cannon's amendment would drop tax from 8.5 cents per gallon was introduced into the Congressional record, which shows the revenue loss to be $13,000,000 in 1981 fiscal year and rising to a revenue loss of $15,000,000 by the 1987 fiscal year.

The Senate Committee on taxation introduced into the debate, information that claimed that because the federal use tax on general aviation aircraft is not being reimitted in the bill, the statistics show that 8.5 cents per gallon tax on avgas would result in general aviation paying less total taxes in 1982 than they paid in 1979.

Senator Packwood told the Senate that the cents per gallon tax on aviation gasoline is when avgas is retailing at about 40 to 45 percent, compared to 4 cents per gallon when avgas gasoline was selling for 40 cents per gallon.

The Senate Finance Committee introduced into the debate that support for the 12.5 cent per gallon tax on aviation fuel was supported by the National Business Aircraft Association and the General Aviation Manufacturers Association.

A roll call vote was taken on the amendment offered by Senator Cannon to lower aviation gasoline tax from 8.5 cents per gallon and was defeated by a vote of 51-against and 44-for the amendment.

It is expected that another attempt will be made by Congressmen in the U.S. House of Representatives to lower the 12.5 cent per gallon tax on avgas when H.R. 691 comes up for final vote this body at a later date.

d-don't...try to turn back to the airport. Pilots who have gambled by trying to turn back have ended up in tears. You should lower the zone, establish the proper airspace and land straight ahead making only shallow turns as necessary to avoid obstructions.

The important thing to remember is to maintain proper airspeed and control all the way to touchdown. Far better to land under control than to stall and spin. Engine failure on takeoff doesn't offer many options, but the chances are good that you will walk away from a forced landing if you maintain control, head-in wind as much as possible and land at the minimum speed.

How should you handle a power loss if you're cruising along at altitude? First, set up the recommended glide angle and don't panic. You should have plenty of time to check for problems in the cockpit. There have been accidents caused by simply failing to switch the fuel selector after the engine because a leak ran dry. If you can't restart the engine and you find you are committed to an emergency landing, look for the largest open area that you think you can make. Anything within a 40 degree downward visual angle is a good rule of thumb.

Once you select the area you intend to land in, don't change your mind. Indecision can get you trouble. Plan your descent so you can see the aircraft on a base at an altitude that will allow a safe final approach. A stabilized final approach at the correct speed and flap setting is the key. Don't leave the aircraft in your anxiety to get on the ground. Like any normal landing, hold the aircraft off so as to touch down at minimum speed. It is difficult to hold the aircraft with a force of 3.0 g's involved with emergency landings.

However, we hope this article has given you some basic pointers about how to handle an emergency landing.

(A) Milano - Accident Prevention Specialist-ACE-GADO-12)

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Relate to aviation

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September 1982
Circuits can be tested with a device

By Karen McConn

Last year Jeff Johnson, Fargo, won the safety award given by the North Dakota Professional Aircraft Mechanics Association (PAMA). This spring his invention was runner-up in the contest.

His device along with winner John Kline’s, will be judged in the FAA regional safety contest this summer.

Johnson first won with a vacuum system he used to drive some of the air-
craft instruments. He then turned to transistors. Trouble-shooting, or more ap-
propriately, trouble-shooting of circuits in which transistors fit in an air-
craft’s lighting system.

The 26-year-old air frame instructor at Dakota Aero Tech explained that about a year ago a mechanic at the tech was confronted with a classic light dimming problem on the aircraft he was working on. Johnson developed his device in an ef-
fort to simplify the problem solving.

He made a machine that can be plugged into the circuit, taking the place of

Dakota Aero Tech aircraft maintenance engineers.

By Karen McConn

Founded in 1974, Dakota Aero Tech at Fargo’s, Hector Field, has a two-fold pur-
pose. First, it offers training and continuing education in aircraft mainte-
nance... mechanics from all across the country and provides service to all kinds of planes, from the smallest Cessnas to the most expensive of commercial jets.

The school trains its students to be A & P (air frame and power plant) mechanics. The one-year program is the shortest course in the U.S., accor-
ding to DAT’s president and general manager Gary Kundert. Other pro-
grams are usually 2-4 years.

Flying Farmers to meet

Rubin Day, Moffit, President of the North Dakota Flying Farmers Associa-
tion announced that the Association will hold its annual convention at Bismarck
starting on Friday, September 26 through the 26th at the Kirkwood Motor Inn.
Friday is a fly-in and registration.

The main convention events are on Saturday. Saturday morning the Association will hold its annual business meeting; hear reports from its officers and elect a new slate of of-
ficers.

Saturday noon luncheon speaker will feature John Baker, Washington, D.C., President of the Aircraft Owners and Pilots Association (AOPA). Mr. Baker will report on AOPA’s activities in organizing and alerting pilots and air-
craft owners around the nation to fighting an increase in federal aviation fuel taxes on both aviation gasoline and jet motor fuel purchased by general aviation.

The Congress has several bills before it which would increase the present 4¢ a gallon federal tax on aviation gasoline by 10¢ per gallon and jet motor fuel by 25¢ per gallon.

The Saturday evening banquet features the coronation of a Flying Farmer Queen, crowning of a freshman and selection of the Flying Farmer man and woman of the year.

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November 1982

Relative Wind

Page 3

Dakota Aero Tech after finishing high school and graduated as an aviation mechanic in 1975. He worked in several aviation concerns in Watford and

Big Fork Rapids before joining the staff at Dakota Aero Tech 5½ years ago.

The first year Johnson entered the con-
test with a device he said actually didn’t put a whole lot of thought into. The device can be hooked onto a regulator and will allow a maintenance person to remain seated in the plane while making regulator adjustments.

Johnson said the safety award has given him the incentive to come up with first ideas. He is now vice president of PAMA and in charge of setting up the panel to judge next year’s award.

A Fargo native, Johnson attended

Jeff Johnson’s testing device.
Airport aid bill authorizes $19.9 billion

By Harold G. Vavra
Director of the N.D. Aeronautics Commission

A six year airport and Airway Development Bill in Congress authorizing a federal expenditure of 19.9 billion dollars for airport improvements, is automatically included in the National Airway System and Research and Development passed the Senate. The Senate Bill (H.R. 4961) is now in a joint Senate-House conference committee as part of a Senate Budget Reconciliation and Tax package. The 10 page airport aid bill is supported by airport user tax package which is a part of H.R. 4961, which is discussed in a separate story.

The $19.9 billion authorized expenditure over the next six years is divided into four major programs which are:

<table>
<thead>
<tr>
<th>Program</th>
<th>Authorized Expenditures</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Airport and Airway Development (ADAP)</td>
<td>$4,789,500,000</td>
<td>-10%</td>
</tr>
<tr>
<td>2. National Airways System for the FAA</td>
<td>$6,086,000,000</td>
<td>-20%</td>
</tr>
<tr>
<td>3. FAA Research and Development</td>
<td>$1,169,000,000</td>
<td>0%</td>
</tr>
<tr>
<td>4. Operations and Maintenance (Salaries of Federal Aviation Administration (FAA) personnel)</td>
<td>$7,909,000,000</td>
<td>-10%</td>
</tr>
</tbody>
</table>

Totals: $19,924,500,000

Major thrust to the ADAP conference report is the question of the House position that only 50 percent of the FAA’s operation and maintenance costs be provided by the user’s trust fund, while the Senate conference committed that 75 per cent of these costs should be paid by user’s taxes, with the balance coming from the Treasury’s General Fund.

The House conference finally agreed with the Senate that the FAA’s operation and maintenance authorization levels for the six years should be much higher than the House’s Trust Fund but not quite as high as the Senate wanted. Bill 54 percent of the Senate’s original figure of $7.9 billion which was compromised to $7.5 billion. The compromise keeps the amount from the Treasury’s General Fund lower than it would have been otherwise.

The House conference is in giving the Senate practically all it demanded on this issue, forced the Senate conference to retreat from their support for establishment of a State block grant program. The Senate conference agreed to exclude this program from the bill, as the House wanted.

The airport deauthorization issue which was a Senate idea, but opposed by the House conference was realized when it was demonstrated that voluntary deauthorization provisions in the bill will be dropped. The House Bill did not contain any deauthorization provision, while the Senate version would permit airports to voluntarily drop out of the ADAP program, but prohibited such airports from imposing passenger-head taxes at the airport.

The conference action represented the closest Congress has come to agreeing on a new Airport-Airway Development Act in almost two years, but still has not cleared the final hurdle, which is House user taxes.

The House Ways and Means and Senate Finance Committees began their deliberations on the massive tax reconciliation bill approved by the Senate last month which includes not only a passenger ticket tax boost, increased aviation fuel taxes, but a massive $9 billion increase in taxes in other areas to lower the budget deficit, which could hit a snag which is considered possible at this stage.

House Aviation subcommittee Chairman Norman Mineta (D-Calif.) and Senate counterpart Nancy Kassebaum (R-Kan.) have indicated their intentions to separately bring up an ADAP bill for floor consideration in the House and Senate if the Omnibus tax measure does not make it out of conference.

Airports Qualified for Federal Aid

All federal funds authorized for each fiscal year for airport improvement projects are apportioned to airports falling in four different categories. These are: 1. Primary Airports are defined as airports which enplane 20% or more of the total passengers enplaned in scheduled service annually at all commercial airports in the nation. They qualify an airport must enplane about 21,140 passengers annually or more based on the DOT records for annual passenger enplanements in the United States. All primary airports combined will be apportioned 50% of all Federal Airport funds for 1982 fiscal year, and 30% of such funds for fiscal years 1983, 1984, 1985, and 1986.

Primary Airports in North Dakota are located at Bismarck, Fargo, Grand Forks and Minot. Each Primary Airport will earn their apportionment of federal-aid funds based on the following annual formula:

$6.00 for each of the first 50,000 passengers enplaned, and
$4.00 for each of the next 50,000 passengers enplaned, and
$2.00 for each of the next 400,000 passengers enplaned, and
$1.00 for each additional passenger enplaned.

The bill provides that in addition to the above apportionment formula for Primary Airports, that each Primary Airport shall have its total formula dollars increase by 10%, in fiscal 1984; by a plus 20%, in fiscal 1985; by a plus 25%, in fiscal 1986 and a plus 30%, in fiscal year 1987.

A top bid is provided for in the bill that limits the maximum apportionment to any one airport to not more than $12.5 million in any one fiscal year.

Commercial Service Airports are defined as a public airport which either enplanes at least 2,300 passengers annually or more in scheduled passenger service or enplanes annually 10,000 or more passengers (believed to be non-scheduled type services)

In North Dakota Devils Lake, Jamestown and Williston qualify as commercial service airports enplaning less than 28,140 passengers annually, but at least 2,500 annually. Devils Lake is on the borderline in dropping below the 2,500 annual figure.

Those airports with scheduled air service which drop below 2,500 enplaned passengers in scheduled air service will be automatically fall in the "General Aviation Category".

In the United States there are about 236 airports in the commercial service

continued on page 5
Continued from page 4

General aviation airports get 10 percent of total

The obligation authority amounts are determined each fiscal year by the appropriation for the Federal Aviation Administration, and it is believed that the obligation federal dollars will not be less than 80 percent of the authorized amounts and may be more. For fiscal years 1982 and 1983, estimated obligations for federal dollars are expected to be equal according to the details of U.S. Senate, when it passed the bill.

Duration of Airport Appropriations

Each amount of federal dollars appropriated to individual airports to be included within a block-grant shall be available for obligation by project grant of $999,727. It is expected that the total of all aviation projects for airports located in the United States, for which the federal portion is $999,727, will be equal to the discretionary authority.

Federal Aviation Administration

The Federal Aviation Administration is the entity that will administer the Federal Aviation Administration block grant program.

Federal Share of Airport Terminals

Airport terminals within a block-grant amount may involve Federal-aid funds at a Primary Airport for non-revenue public-use airports and block project costs are directly related to the movement of passenger and baggage in air commerce within the boundaries of the airport, including but not limited to vehicles for the movement of passengers between terminal facilities or between terminal facilities and aircraft provided:

1. The United States share of project costs shall not exceed 50 percent.

2. No more than 60 percent of the sums appropriated to a Primary airport under the block grant may be obligated for any fiscal year.

3. In no event shall discretionary funds be used to construct or expand terminal buildings.

Eagle Aircraft buys Viking Building

Eagle Aircraft Company has announced the purchase of the 56,000-square-foot Viking Building, which was formerly occupied by Bellanca Aircraft Corpora-

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September 1982

Relative Wind
Check Canadian flight rules before flying

If you plan a trip into Canadian airspace this summer and fall, it's worth your time to check on the flying regulations of our northern neighbor. Some very common rules are quite different from those in the U.S.

For instance: No VFR on top, or at night.That's reserved for IFR. VFR flight plans are MANDATORY at all times.

Always check on fuel availability. Many small strips don't have fuel, and are not well maintained. However quite a few new airports have been built in Canada which are suitable for answered and high-performance aircraft. They may not be as hard to get as, but they are well drained, maintained and attended. Manitoba, and Ontario, our closest Canadian neighbors, have recently completed a number of good airports that will get you right into the good fishing areas by wheel plane. Some of these airports are not on the map yet, so check with aviation officials.

Plan your flight into Canada carefully, make sure the KLT is working, with fresh batteries, know all the special regulations, especially those that differ from those in the United States. VFRs are quite prevalent there. VFRs are less dependable in the mountains. Fuel costs can get pretty high in the remote areas. Watch the ramps carefully, especially when you get fuel from a smaller, seldom used source. ALWAYS remember that Canada has bugs, unpopulated remote areas and plan your flights accordingly.

ALWAYS FROM THAT FBO COMPLETED MANITOBA, CHECK FISHING!

For pilots headed for the cooler climates of Canada this summer, there have been a few changes in the rules which affect, U.S. pilots, entering Canadian airspace.

FIRST OF ALL, CANADA NOW CONFORMS TO THE EVEN-ODD THOUSAND PLUS 500 FOOT RULE FOR VFR FLIGHTS. AHEADING UP-HEADING DOWN BOUNDARY BETWEEN 45 DEGREES 17 53' SHOULDER BE AT ALTIMETRY OF ALTITUDE OF OD THOUSAND PLUS 500 FEET: FLYING HIGHER UP TO 3,500 FEET, SO FLYED AT EVERY THOUSAND PLUS 500 FEET. PRIOR TO THIS CHANGE VFR FLIGHT IN CANADA WERE CONDUCTED DIRECTLY AT ALTITUDES OF ODD OR EVEN THOUSANDS.

Furthermore, all Canadian aircraft and all aircraft operating in Canada must now carry one or more emergency locator transmitters, except for flights in the vicinity of an airport or over heavily settled areas. Also, "Arrivals" Stations are now called Flight Service Stations and provide much the same services as their American counterparts. Customs officials have cut back their duty time by one hour and are only on the job weekdays from 9 a.m. to 5 p.m. local time. Scheduled half-hour weather broadcasts are no longer made.

Canada also requires specific survival gear be carried and in recent years has added some more required items to the list for flights over sparsely settled areas (90% of Canadian territory). In addition to enough food, cooking utensil, matches, pocket compass, axe, snow wire, fishing equipment, mosquito netting and insect repellent, sleeping bags, and a hunting knife, the following must also be on board: a store and supply of food, water and wing covers (to stretch out the fuel to two pairs of wings), a signaling mirror, at least three flares, a survival manual, and a flintable saw blade.

There are now certain Mandatory Frequencies for uncontrolled airports which have a ground facility on the field. The frequencies are designated on Canadian aeronautical charts. In the 180, use 122.2. Otherwise, 128.7 MHz should be used for position reporting and aeronautical services.

Carriage of up-to-date Canadian aeronautical charts is strongly encouraged. For a listing of current chart prices and the cost of other Canadian publications that might be useful, write for a free copy of "List of Civil Aviations Publications." Transport Canada, Place de Ville, Ottawa, Ontario, Canada KIA ONE.

High interest rates, the economy plague FBOs

DESPIT, Fla., July 22, 1982 — The economy, airport and airways, legislation, corporate self-fueling, "timesharing" of corporate aircraft, and the enforcement procedures of the Federal Aviation Administration (FAA) are the top concerns of the nation's fixed base operators (FBOs) and air taxi companies, according to Lawrence L. Burian, president of the National Air Transportation Association (NATA).

Burian announced the Association's findings at the 50th Annual Meeting of the Southeastern Aviation Trades Association (SEATA) here. He explained these issues emerged during a series of regional "Town Hall Meetings" sponsored by NATA.

"Eleven small businesses fail every hour, and we project that four FBOs close their doors each day," Burian noted. "High interest rates, excess inventories and insufficient liquid assets could reduce the estimated 2,500 FBOs of today to 2,000 by 1983.

The Association's president said that current versions of the Airport and Airways System Development Act of 1982 are developing largely as FAA had expected and are enjoying wide support from the aviation industry, the major aviation organizations rallying behind this necessary legislation, the only one — the Aircraft Owners and Pilots Association — voicing opposition, and so far without success.

On the trends toward corporate self-fueling and aircraft "timesharing," Burian insisted, "This threat to erode the business base of all FBOs and deprive all aviation consumers of professional services. We have no alternative but to fight to prevent these consequences."

Burian singled the FAA out for criticism on its enforcement of aviation regulations at the local level. "Under the agency's current policies, legitimate FBOs, air taxis and commuter airlines are currently being harassed and administrated against breaking operational rules. On the other hand, corporations illegally provide commercial air transportation and 'gypsy' mechanics, pilots and flight inspectors routinely ply their trades with little or no fear of detection or consequence.

He positioned the Association to work to reverse this philosophy, saying, "When the nation's aviation agency won't even watch those who violate its regulations while continuing to excessively inspect legitimate companies, it's time for a change."

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Page 4

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NEW TOWN . . . has completed the paving of a 3,000- X 90' asphalt runway. The Airport Authority is working on the runway lighting and the new NDB. Airspace clearance review from the FAA is pending for the runway point marking layout. FAA plans a displaced threshold on the 50 east.

DUNSEITH . . . International Peace Garden Airport has just received a seal coat to preserve the asphalt surface. A count of both U.S. and Canadian Custom inspections on aircraft totaled 406 for a 15-month period.

BEULAH . . . aeronautical activity is at a high point with 18 leased aircraft and it is not unusual to find 25 to 30 planes on the airport. A late summer expansion project will help eliminate the crowded conditions. The Authority is closing the N-S turf runway for public use due to its roughness and to accommodate airport expansion.

PARSHALL . . . has its NDB installed and working as a VFR use only, and functions as the airport location hanger beacon with a frequency of 297.1. Reports are that a 50-mile signal range is available.

WEST FARGO . . . is in the process of completing the airport, coming in distance. They are planning to install runway lights and hangar on the north end of the airport. The runway is 3000' X 140' turf on a north-south orientation located 3 miles north of the Army Corps of Engineers, Omaha, to improve and lengthen the airport runway south of Garrison Dam.

The Aeronautics Commission elected a new slate of officers, including Darrol Schrader, Fargo; David Farabic, Vice Chairman; Ray Hilden, Bismarck; Vice Chairman; and Alan Butt, Carrington, Secretary.

Airline traffic is down

Airline passengers in the month of July at seven North Dakota cities was drastically unchanged from June this year, according to Harold G. Vavra, Director of the State Aeronautics Commission.

Airline passenger into and out of North Dakota cities totaled 71,382 in July compared to 71,246 in June, an increase of 137 passengers.

Airline passenger gains and losses averaged out at individual cities in July compared with June this year. Bismarck had a loss of 542 passengers, while Fargo had an increase of 1,565; Grand Forks had a drop of 355; Minot lost 248 and Williston had an increase of 360. Devils Lake had an increase of 2,410; Jamestown had an increase of 1,007; and Williston had an increase of 584 passengers.

Total airline passengers in seven months of 1982 compared with the first seven months of 1981 was down 12 percent in North Dakota or 7,018 passengers, Vavra said.

Airline passengers in and out of Bismarck, Fargo, Grand Forks, Minot, September 1982.

Devils Lake, Jamestown and Williston totaled 465,280 in the first seven months of 1982 compared with 523,285 in the same period of 1981, Vavra said.

The only city in the state to have a seven month gain in 1982 was Williston with 13,353 passengers compared with 12,879 in 1981, a gain of 474 passengers or 4 percent.

The National Air Transportation Association (NTAA) represents: FBOS, air taxis and commuter airlines at 1,080 locations across the United States.
UND Aviation Department leads the way

BY PHYLLIS MENNING
Associated Press Writer

GRAND FORKS — When President Reagan fired striking air traffic controllers last year, the University of North Dakota was the only four-year school in the country that had the courses designed to train new ones.

This fall, UND will again be leading the pack in aviation education, offering a new four-year program in air science.

National leadership is nothing new to the university’s aviation department. It fits a pattern started in 1968 by John Odegard, a man who looks at the sky with a down-to-earth business philosophy.

“In the future, a pilot per se will be a dime a dozen. What you’ve got to do is fly an airplane and have other skills, too,” says Odegard, chairman of the university’s aviation department.

Odegard chaired a special FAA task force that developed the curriculum, a major goal of FAA Administrator J. Lynn Helms.

“The rapid growth in business use of general aviation will continue,” Helms said last month, in a letter to the national Higher Education Commission.

“General aviation aircraft and hours flew have increased at an average rate of 14 percent over the past two decades. There will be significant changes in the years ahead, which will require a very sophisticated broad-based technical and managerial workforce that can meet the new and changing demands of the system.”

FAA officials say that except for engineering, there are very few places at the University of North Dakota where one can learn about aviation as a career. Flying was regarded as too dangerous and too glamorous and too expensive to be a part of a college atmosphere.

John Odegard disagreed with that philosophy. His persistence and ability to work within, and sometimes around, the system allowed him to get UND’s aviation department off the ground.

The Department has some 200 employees and a $6 million budget, most of which comes from student fees and research contracts.

When President Reagan fired striking air traffic controllers last year, UND was the only four-year school with a curriculum designed to train new ones.

That factor, along with support from the state’s congressional delegation, helped the university win a $4 million federal grant for a three-ear aerospace and atmospheric studies center, to be finished late next year.

UND officials estimate that with the new air science program they will be able to train 30 to 50 air traffic controllers a year. Those names would go into a proposed federal register of air- way science majors, from which the FAA wants to select about 300 a year.

“Our most optimistic outlook is that by next fall, there could be 100 available,” Odegard said. “Out of that bunch, about 50 will come from UND. That’s a tremendous opportunity for our students.”

UND had been planning the aviation building for some time, but didn’t have funding for it. “When the strike came, we had an opportunity to get it,” Odegard said.

“When opportunity knocks, you’d better open the door.”

That philosophy has guided the 64-year-old Odegard throughout his career. He was a studious-looking man with brown hair, glasses and an infectious glee, he was born in Minot.

Odegard came to UND after serving as a crop duster, a corporate pilot, a certificated public accountant and a financial representative for Boeing. While working on his advanced degree, he helped rejuvenate the UND Flying Club. Then he offered to teach a course in aviation.

Odegard had the support of Tom Clif- ford, former dean of the business col- lege and now UND president, who flew on several trips around the state. The department won state approval with the condition that it be self- supporting, and in 1980 UND opened a new flight school, the first school in the country to offer a college business degree in aviation administration.

The following year, Odegard talked the city of Grand Forks into buying a portable air traffic control tower and a $6 FAA approval to train students there.

Meanwhile, he was luring top-flight people from the aviation industry into the classroom.

“It sounds like a mutual admission society, but the people we’ve attracted got caught up in his drive,” said Don Smith, a former plant manager for Lock heed who is now director of academic programs for the department. “We’ve got some real winners.”

UND students are offered four-year majors in aviation administration, air- port administration, aeronautical studies and meteorology. Students take basic business management or liberal arts courses along with aviation, and work toward double majors.

The university has about 90 flight in- structors, and students’ logbook points are kept by computer. Their bill is ready when they land.

The 60 planes, mostly of which are leased, include a specially-equipped General Citation jet being used in a cloud studying study of the Chippewa River Basin. Odegard says its sophisticated equipment is not matched in any other place.

Smith says students will spend $25,000 to $35,000 on their aviation education at UND, depending on how many flight ratings they get. “Many of our students have borrowed money,” he said. “But I don’t know any who have regretted it.”

Eighty-five percent of the UND avia- tion majors end up in the aviation in- dustry, Smith said. The first student fatality occurred last year in what university officials say was an accident, but investigation turned up no fault on the part of the pilots.

The university has been criticized by private fixed-base operators who say the state is providing unfair competi- tion. The FAA investigated and found no serious violations.

Odegard says the university is not compet- ing with anybody, but is providing valuable training experience as well as a community air ambulance service in emergencies.

Future projects for the department in- clude research on pilot’s reactions to adverse conditions and the possibility of designing cockpits to counter that stress. Odegard says UND also will train Army helicopter pilots.

Aerial applicators should alert beekeepers before spraying

Aerial applicators need to alert beekeepers before pesticide applica- tions are made near their beehives, so beekeepers can take measures to protect bees. Communication between applicators and operation between growers, beekeepers, and commercial applicators is necessary to prevent bee losses.

Since bees forage a considerable distance from their hives, beekeepers within two to three miles of the area to be treated should be notified before the insecticide is to be applied.

The program BEESITE can assist aerial applicators, beekeepers and farmers by giving a current list of the location of bee yards. Information on this program can be obtained from AGNET at your local county extension agent’s office. A listing of the locations in a certain area can be ob- tained by providing the range, township, and the section numbers for that area. Entries also include the legal description, type of location, beekeeper’s name, address and phone number.

The North Dakota Department of Agriculture continually updates and maintains a list of registered bee sites in North Dakota.

BEESITE can assist the farmer in locating colonies of bees for sunflower pollination and the beekeeper in locating new yards. All bee yards, whether commercial, non-commercial, or pollination, are required by law to be registered with the North Dakota Department of Agriculture.

For further information, contact Judy Carlson, Apiary Director, State Agriculture Department, Box 2201, or Dennis Kopp, Extension Entomologist at 237-7300.

General Aviation aircraft registered in record numbers

General Aviation aircraft and helicopters registered with the North Dakota Aeronautics Commission have set an all-time high in 1982, according to Harold G. Vavra, Director.

1,753 aircraft and helicopters have been registered through the Aeronautics Commission so far in 1982 compared with 1,306 last year at this time, an in- crease of 9% or an increase of 6 percent.

Agricultural aircraft and helicopter licenses issued by the Aeronautics Commission are up 5% in 1982 compared with last year with 306 aircraft and helicopters licensed for aerial spraying in North Dakota by companies and individuals, Vavra said.

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