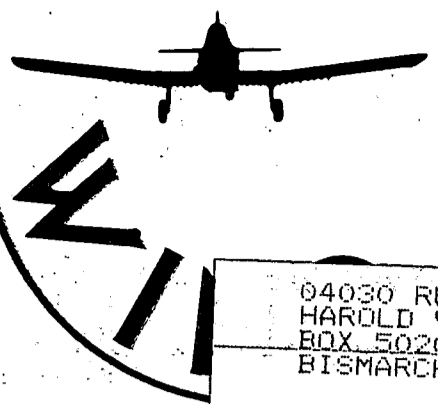


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February 1983

Wahpeton, ND 58075

Report on the NDAA Convention "Change is in the wind"

By Burt Calkins
Executive Air Taxi Corp.

BISMARCK, North Dakota — A major reorganization took place at the recent Annual Meeting of the North Dakota Aviation Association held January 19th and 20th at the Kirkwood Motor Inn in the Capitol City.

Over 60 members of the 35-year-old association arrived in a mood for change and left unanimously endorsing new directions for the future while pledging support for a unified front to represent aviation in North Dakota.

Various factions of the aviation industry who have recently voiced concern over the lack of direction of the association and inequities in representation agreed to "bury the hatchet" and hammered out a plan for reorganization which is hoped will meet the needs of all.

Two energetic days of meetings, caucuses and wee hour negotiations resulted in a plan, presented to the general membership by Dennis Rohlfs of Executive Air Taxi of Bismarck, for an umbrella agency concept which would provide equitable representation in five broadly defined categories of the aviation industry. They include: (1) Agricultural Aviation; (2) Professional Aircraft Mechanics; (3) Airport Authority/Airport Management; (4) Fixed-base Operators (FBO's)/Air Taxi Operators; and (5) General.

The general category membership will be flexible to include industrial members, pilots, students, instructors, the "99's", Flying Farmers, Boosters and other possible groups or individuals who wish to be affiliated or associated with the parent body whose name may

or may not remain NDAA. Time consuming discussion on a possible future official name was set aside in the interest of more specific and productive exchange on new goals and objectives.

The official motion to reorganize called for the dissolution of the existing NDAA, contingent upon ratification of the new umbrella group in late March. It will be officially designated at that time.

"I came to this convention with one thing in mind... that whatever comes out of this meeting must be for the good of aviation in North Dakota."

Outgoing president
Larry Linrud

Jack Daniels of Williston, who has ably served the interests of aviation in the state for many years stepped down as executive secretary while the existing board-of-directors agreed to serve during the interim organizational period in order to provide continuity through the current legislative session.

Daniels, who chaired the meeting, polled the entire group one-by-one for comment. Almost to a man, the members heartily and vocally endorsed the "Umbrella Plan" as a much needed step and pledged support for the idea. Comments generally reflected an indication of the will and spirit to follow up on outgoing president Larry Linrud's opening remarks.

Said Linrud, "I came to this convention with one thing in mind... that whatever comes out of this meeting must be for the good of aviation in North Dakota."

The individual groups caucused and each elected two members to the new board-of-directors. Representing agricultural aviation is Lynn Thompson of Harwood and Bob Odegard of Kindred; Professional Aircraft mechanics; Frank Argenziano, Grand Forks and Gordon Person, Fargo (both to be ratified by the mechanic's parent body); Airport Authority/Airport Management; W.H. (Bill) Kuehn of Parshall and Alan N. Dipple of West Fargo; FBO's/Air Taxi Operators; Ben Meier, Jamestown and Bill Pace, Dickinson; and General; George Hammond, Grand Forks and Dewey Ostlund, Fargo. Dennis Rohlfs, Bismarck was elected unanimously as chairman of the new board.

A board meeting has been scheduled at the Aeronautics Commission in early February to fine-tune the Umbrella concept and make plans for future action. Major areas of work include a membership analysis and drive; an upgraded and revamped "Relative Winds" publication; plans for a joint convention with broad participation; legislative analysis and strategy; and most importantly, the establishment of common ground with a two-way exchange of issues, information and ideas all channelled finally through a large unified voice for the good of all aviation interests in the state.

Perhaps, the unification effort during the convention was best summed up by the gentleman who arrived just in time to hear enthusiastic vocal endorsements of the "Umbrella Plan" making the rounds of the room. When asked to comment he said, "Well I came in late and I don't know what's happened, but it seems like everybody's for it, so I am too!"

New chairman will work for harmony



Dennis Rohlfs

Dennis Rohlfs, president and general manager of Executive Air Tax Corporation of Bismarck was unanimously selected as the chairman of the new board of directors mandated at NDAA's Annual Meeting to chart a new course for aviation in North Dakota. Chairman Rohlfs shares his views.

"Thank you all for your support in selecting me to direct the new effort to reorganize and revitalize the interests of aviation in our state and within the region."

"I pledge to you that I will do everything possible to build the image and influence of our association within our industry-at-large, before the governing bodies which affect us and in the eyes of the general public."

"I am asking for all of you to communicate with each other, with our board of directors and with myself on any matters of concern. I welcome any input you may have toward keeping our group on a harmonious path to the development of a stronger organization and the economic well being of each member."

"General aviation can make a significant contribution to the economic recovery of our state and nation. It is up to us to protect and further our interests... together we can fly."

Dennis Rohlfs

The new board of directors holds an impromptu session after adjournment of the Annual Meeting. Selected as chairman was Dennis Rohlfs of Bismarck (second from left).



Notice

The first board meeting will be held on Friday, February 4, 1983 at 1:00 P.M. in the conference room of the North Dakota Aeronautics Commission at the Bismarck Airport to begin work on the reorganization plan.

Aviation bills introduced in legislature

Here is a listing of bills introduced in the 1983 Session of the North Dakota Legislature up to January 21st which affects aerial applicators, airport authorities, scheduled airlines, fixed base aviation operators, aircraft and ultralight vehicle owners and airmen.

House Bill No. 1335: (Introduced by Rep. Shockman, LaMoure; W.

Williams, Eldridge; James Brokaw, Forbers, and Senator Don Moore, Forbes). Requires all commercial aerial applicators to submit proof of liability insurance before the Aeronautics Commission may issue an aerial spray license. The bill requires liability insurance covering chemical spray drift damage to crops and to other property, in the amount of

\$100,000 to a single individual for a single claim, and \$300,000 to three individuals for the same occurrence and \$100,000 other property damage. Liability insurance is not required for private aerial applicators. The bill has been referred to the House of Representatives Transportation Committee for hearing, Rep. Walter Hjelle, Chair.

Finance and Taxation Committee Chairmanned by Rep. George Sinner, Casselton.

House Bill ———: Will be introduced January 24th by Rep. William Goetz, Dickinson. Bill will license all aircraft and ultralight vehicle dealers by the State Aeronautics Commission. Bill will establish standards for services and facilities for all aircraft and ultralight dealers to qualify.

House Bill No. 1167: Bill introduced by the House Transportation Committee on request of the Aeronautics Commission. Effective January 1, 1984 the bill will increase all aircraft registration fees 50 percent and on January 1, 1985, the fees will increase another 50 percent, or double in two years. The fees will continue to be depreciated 10 percent per year up to five years, so that a five year old (from date of Manufacture) aircraft will be reduced 50 percent. For the first time ultralight vehicles will be required to be registered effective January 1, 1984. For example a 1966 year Cessna 172 which costs \$15.00 annual registration in 1983 will cost \$22.50 annual registration in 1984 and \$30.00 in the 1985 registration year. The present aircraft fee schedule was last set by the N.D. Legislature in 1947 or 36 years ago. The substantial increase was recommended by the Governor's Management Tax Force. House Bill 1167 passed the House of Representatives on Jan. 21st at a vote of 95 yes and 6 no.

House Bill No. 1206: Bill introduced by the House Transportation Committee on request of the Aeronautics Commission. The bill changes the pilot registration duration from 2 years to four years and increases fee structure from \$3.00 to \$8.00. A student registration is increased from the present \$1.50 to \$3.00. These changes would be effective July 1, 1983.

House Bill No. 1256: Bill created a Missouri Scenic River Commission. Gives the Commission power to control the use of land and airspace ¼ mile of the edge of the Missouri River from Garrison Dam to Bismarck. An amendment was offered at the hearing to amend out "airspace" because of conflict with other laws relating to aircraft.

Senate Bill No. 2095: Bill introduced at the request of the N.D. Agricultural Products Utilization Commission. The bill would deduct ½ cent per gallon of all fuel tax refunds and put proceeds in the Agricultural Products Commission Fund. At a hearing before the House Agricultural Committee an amendment was offered to amend out the aviation fuel refunds from the bill.

Senate Bill 2320: (Introduced by Gary Nelson, Casselton; Rep. Joe Peltier, Arthur and George Sinner, Casselton). Bill would affect all airport authorities by reducing the maximum permitted mill levy on taxable valuation of property from the present 4 mills to 2 mills by any municipal, regional, county or township airport authority. The bill would also affect major airports at Bismarck and Grand Forks which have not created a format airport authority but have used an option in the airport authority act by appointing the City Commission or City Council as a municipal airport authority for the purpose of issuing airport bonds. This bill will affect 92 airport authorities in 50 counties including 82 municipal; 5 countywide; 4 Regional (City and township) and one interstate authority. Bill referred to Senate Political Subdivisions Committee for hearing, Senator Raymond Holmberg, Chairman, Grand Forks and members Senators John Olson, Bismarck; Clayton Lodeon, West Fargo; Chester Reitan, Minot; Phillip Berube, Rolla; Jerry Waldera, Dickinson and Thomas Matchie, Fargo.

Senate Bill No. 2179: (Introduced at the Request of the State Board of Equalization) Bill would make the state tax on all airline air transportation property an in lieu of tax to comply with the 1982 federal law in the Airport Improvement Act (federal-aid to airports), which forbids any state to tax airline transportation equipment in excess of the tax which it applies to any other commercial or industrial property. An amendment has been prepared which would equalize the airline flight property tax with other commercial and industrial property in the state. Bill is in the Senate Finance and Taxation Committee which is chairmanned by Senator Chuck Goodman, Grand Forks.

House Bill No. 1518: Changes over the present sales tax on aircraft to excise tax effective January 1, 1984. After that date all aircraft purchased will be subject to a one-time excise tax at 3 percent of the purchase price and 2 percent on aerial spray aircraft with no trade-in allowance in figuring the tax. The tax includes ultralight vehicles. The tax is to be collected by the Aeronautics Commission at the time of aircraft registration. Once taxed the aircraft or ultralight vehicle can be bought and sold any number of times in the future in North Dakota with no more excise tax due. Aircraft that are registered with the Aeronautics Commission prior to January 1, 1984 will be grandfathered out of the tax.

(Bill introduced by William Goetz, Dickinson and referred to House

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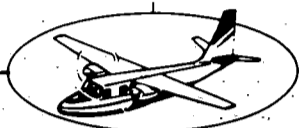
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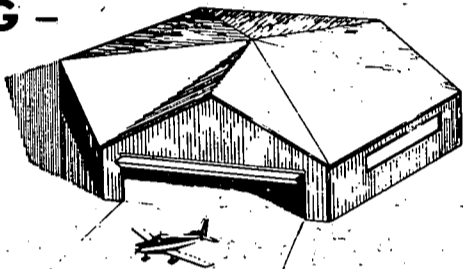


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Around the State

LANGDON . . . is planning to do crack filling and a seal coat of the airport surfaces. They will also look into plans to expand the runway if they can finance it. The County engineer will be doing some preliminary planning.

EDGELEY . . . The airport runway surface is uneven and rolling due to fall rains and this winter's frost heaving. They had put a new seal coat on the runway this past summer, but the runway lacks good drainage in the base. The Airport Authority will be attempting to remove trees to widen the east approach surface area.

ELLEDALE . . . is in good condition. They have 8 based aircraft with flying club, an active instructor and an aerial sprayer, and numerous itinerant operations. The Airport Authority will receive aid from a newly created Dickey County mill levy to help support the airport.

OAKES . . . has completed an active year of airport improvements. A new hexagonal hangar was built. The cracks were sealed with a rubber filler. A N-S grass 2000' X 200' runway was opened for public use. Presently, there are 19 aircraft and 1 helicopter based there.

GLEN ULLIN . . . The Aeronautics Commission staff met with the local Airport Authority to discuss plans to realign a new runway and possibly pave it. The existing NW-SE dirt runway has a poor approach over 30' trees and a residence at the SE end. A highway overlay job will be nearby the airport which persuaded the Authority that the time is right for getting a good asphalt bed.

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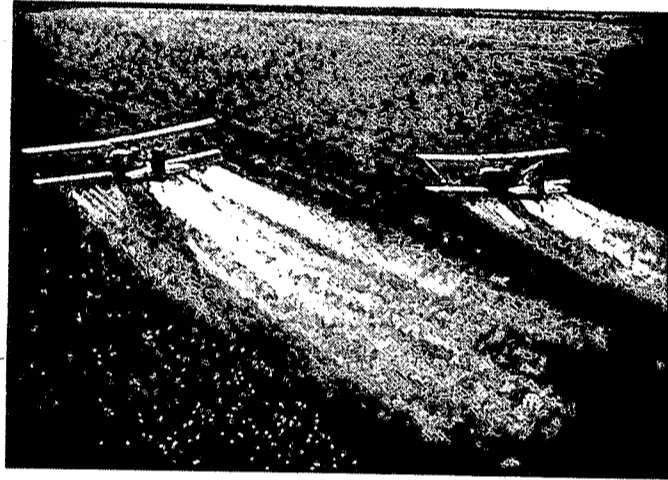
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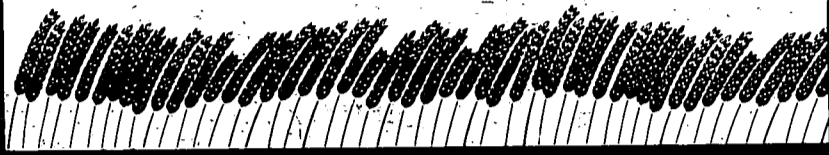
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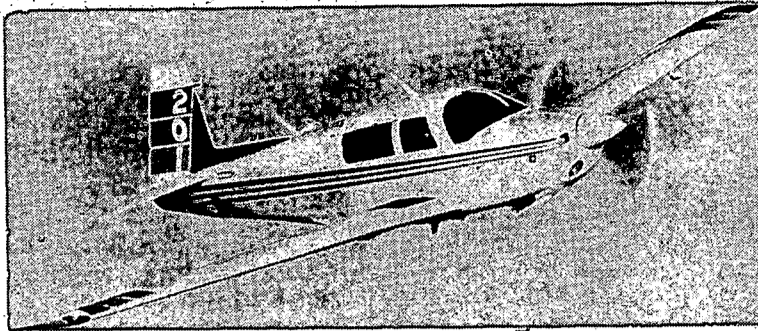
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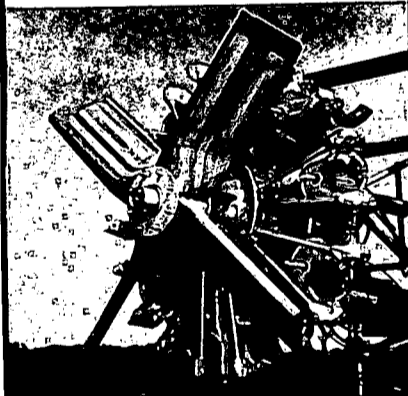
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