Legislature approves more aviation bills

Here is a list of aviation bills passed by the North Dakota Legislature and signed into law by the Governor: The effective date of each law is indicated.

HOUSE BILL NO. 1141: Bill increases state aircraft registration fees collected by the Aeronautics Commission 928, effective January 1, 1984 and another 929, effective January 1, 1985. Ultralight vehicles are required to be registered for the first time effective January 1, 1984. The bill provides that registration fees shall be reduced ten percent each year for aircraft one year old or older, based on the year of manufacture until the method of calculation for each year is determined. The bill also provides that aircraft registration fees are not subject to the personal property tax take-off weight, except for ultralight vehicles shall be deposited on the treasurer's empty weight. This is the first increase in aircraft registration fees since the inception of the fee by the N.D. Legislature in 1947 or 36 years ago. The bill provides that 76% of the fees collected by the Aeronautics Commission shall be returned to the County Treasurer in which the aircraft or ultralight vehicle is based and that the County Treasurer shall distribute such funds to the airport authorities of municipalities operating public airports in such county based on the relative assessed property value of the governmental entities operating public airports. The balance of 25% of the fee was deposited in the General Revenue fund. Law effective January 1, 1984.

HOUSE BILL NO. 1146: Bill increased the Civil Air Patrol fee to $0.25 per hour increase in the fee. The bill provides that the number of student pilot state registrations from $1.00 to $2.00 per hour, which shall be paid by the training agency. The bill also gives the Aeronautics Commission a specific role in the regulation of Civil Air Patrol activities. Law effective January 1, 1984.

HOUSE BILL NO. 1149: Bill will license all aircraft and ultralight dealer by the Aeronautics Commission beginning January 1, 1984. Aircraft dealer's license is $25.00. Ultralight vehicle dealer's license is $15.00 annually. Bill sets standards for aircraft and ultralight vehicle dealer services and facilities. Licenses and other regulations in this bill will be managed by the Aeronautics Commission. Law is effective January 1, 1984.

HOUSE BILL NO. 1172: Bill creates a separate Chapter in the North Dakota Century Code for taxation of aviation fuel which by definition includes aviation gasoline, jet motor fuel and other motor fuel used by aircraft. The Chapter levies an excise tax of eight cents per gallon on the sale or delivery of aviation fuel by a dealer to a user. The law provides that the use of aviation fuels shall be reimbursed the eight cents per gallon by the State Tax Department less a special excise tax - four percent of the sale price of aviation fuel which shall be deducted from the refund by the State Tax Department for the proceeds of the four percent excise tax shall be deposited by the State Treasurer in the Aeronautics Commission construction fund. The bill also provides that proceeds from the tax of aviation motor fuel shall be used as described in the bill. The motor vehicle fuel tax shall be refunded to eligible persons in the manner of the State General fund. This law is unchanged from the present law. Unclaimed refunds are to be deposited in the Aeronautics Commission's special fund which is used for paying for a large percentage of the operational costs of the Commission and for airports owned by the Commission. The bill, which was read a second time and became effective immediately upon the signature of the Governor in March, 1983.

HOUSE BILL NO. 1178: Bill increase the motor vehicle fuel tax on both gasoline and special motor fuels used by motor vehicles from eight to 13 cents per gallon effective July 1, 1983. This bill does not pertain to aviation motor fuels which will remain at eight cents per gallon State tax on both aviation gasoline and jet motor fuel. The 13 cents per gallon tax on motor vehicle fuel shall be subject to refund for off-highway use by farm machinery and equipment, except that one cent per gallon of this tax will not be refunded for off-highway use. The law says that the one cent which is not refunded for off-highway use of motor vehicle fuel shall be deposited in a township highway aid fund. The state treasurer is required to distribute quarterly such proceeds to the counties based on the miles of township roads in each county.

The county treasurer in each county with organized municipal governments must distribute the proceeds of one cent unredeemed fuel tax to all organized townships which provide service, and other unincorporated matching funds for township roads and bridges. In counties with no organized townships, the county shall retain the funds for township roads. Funds retained by the county treasurer due to failure of any organized township to provide matching funds assessed to the state treasurer who shall deposit same in the Township Highway Tax Distribution Fund. The 13 cents per gallon motor fuel tax is deposited by formula between the State Highway Department and counties and cities for highways and streets. This bill has passed both the House and Senate and sent to the Governor.

SENATE BILL NO. 2250: Bill was introduced to retain the maximum mill levy tax at four mills for municipal, county and regional airports and four mills for airports supported by a municipality or park district.

The bill in its final form provides that an airport levy may be imposed by a county or Regional County Airport Authority shall not apply to any township, municipality or park district which includes an airport and shall be for support of local contiguous regional airport authority. Bill signed by Governor.

HOUSE BILL NO. 1184 Appropriation Bill for the State Aeronautics Commission. Bill is passed by both the House and Senate and is enacted as a one-time block grants for air carrier airports.

See "assessment" page two
Oakes fly-in and hangar dedication is June 5

On Sunday, June 5, 1983, the Oakes Airport Authority will sponsor and promote fly-in aviation activities. A breakfast will be served from 7:30 to 12:30 at 11:30 the new hangar will be dedicated.

Oakes hangar dedication will include aerobatics by Bob Schroeder, hot air balloon rides, ultralight demonstrations, free airplane rides and sky diving.

Awards will be presented to the oldest pilot attending this airshow event, oldest aircraft on the airfield, and the pilot who travels the farthest to attend.

They have planned an excellent line-up of entertainment and activities and encourage all pilots and friends to attend.

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North Dakota Pilots Assn. formed

April marked the formalization of the North Dakota Pilot Association. Interested pilots gathered in Grand Forks. The North Dakota on April 12th, 1983, at which time the proposed constitution and by-laws were voted upon and accepted, and a slate of officers elected.

According to Don Dubose, president, the primary goals of the association are to improve the qualifications and�始yses of its members by conducting annual seminars and refresher courses on the more advanced rules, by promoting research in the field of aviation safety, encouraging legislation that is beneficial to aviation, and assisting its members in obtaining employment in the field of aviation.

Membership is open to any pilot residing in North Dakota, holding a private certificate or higher. Others, 99%.

The officers and members of the Association are looking forward to working closely with the North Dakota Aviation Council in promoting aviation in North Dakota, and especially in planning and developing the annual aviation convention.

All interested pilots throughout the state are invited and encouraged to take part in the growth and activities of the Association by becoming a member. Membership is only $10.00. If anyone cannot attend the meeting and would like to become a member, send the fee to Dana Carroll, 1903 South 10th Str., Grand Forks, N.D. 58201.

The next meeting is scheduled for April 25th, and subjects to be discussed include the following: planning next annual seminar, membership, and other items of interest.

For further information concerning time and location, contact: Don Dubose, President, 772-0000; Al? Palmer, vice president, 746-0014; Frank Argemadu, secretary, 775-2240 or Dana Carroll, Treasurer, 775-6602.

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RELATIVE WIND

Official magazine of the ND Aviation Association and Prairie West Publications.

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North Dakota Dakotas Aviation Association, at a recent reorganization meeting has consolidated the agricultural aviation voice in the state. Officers of the reorganized group are:

President Lynn Larson, Fargo; Vice President Jay L. Lindquist, Hettinger; Sec.-Treas. Lynn Thompson, Harwood; Nat. Delegate Ron Deck, Hilburn; Regional Director Bill Pace, Dickson; Rick Marburger, Williston; Mike Hohl, Mayville and Gerald Beck, Watertown.

The primary purpose of the association is the advancement of professionalism in the role of aerial application of agricultural chemicals. The association also plans to participate in the North Dakota Aviation Council, an umbrella group for all aviation interests in the state. The council will be organizing a joint convention of its participating associations, the first is to be held in March, 1984. Along with the joint convention, the Aviation Council will be coordinating legislative matters, an aviation newsletter and promoting public awareness and appreciation for general aviation. Gordon W. Person, Fargo, has been elected to chair the Council, promises representing three associations with intention to involve not only ag aviators, fixed base operations and the Flying Farmers, 99'ers (women aviators), the Dakota Flyers Association and other interested aviation organizations.

—Submitted by Lyn Thompson, Sec-Treas. NDAAA.
Optimists to sponsor Valley City fly-in

On June 19, 1983 the Valley City Optimist Club will be sponsoring a Centennial Fly-In Breakfast and Air Show. The Breakfast will begin at 7:00 a.m. and continue until 12:00 noon. The other activities will last throughout the day. Among the many activities included will be radio-controlled models flying exhibitions, hot-air balloons flying demonstrations, ultralights flying demonstrations, static displays, some include one of Charles Kline's planes, National Guard Helicopters, and many local and fly-in aircrafts. There will be an aerobatic demonstration by Bob Schroeder of Erie, North Dakota and the finale will be an aerobatic demonstration by Al Pietsch and his flying team. In addition, we hope to have a Lear Jet on display furnished by Western Gear and we hope that the university will bring their citation down.

The Optimist Club of Valley City is sponsoring this event as part of Valley City's Centennial observance as a fund raiser to provide funds for continuation of our Youth and Community Service Projects.

Job Placement has expanded

Agricaltural Aviation Job Placement Services has expanded by including A&P mechanichal placement for those oriented toward ag activities.

Mid-Continent Aircraft Corporation has been offering operators and pilots free of charge listing and placement service as a service to the industry. Added to the computerized listings showing experience in time and type of aircraft will be the new mechanical listing showing years of experience, engine and aircraft type, and other skills including pilot licenses.

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Protec your body

Wearing protective clothing is very important in applying pesticides. "When there is any risk of inhaling toxic pesticides, it is important to wear an approved respiratory device," says Richard E. Merrouck. He is plant pathologist and pesticide applicator training coordinator with the University of Minnesota's Agricultural Extension Service.

An approved respiratory device, he adds, means approval by the National Institute of Occupational Safety and Health, U.S. Bureau of Mines or U.S. Department of Agriculture. "The respiratory tract is much more absorbent than the skin, so protection needed here is greater," Merrouck says. Exposure to pesticides for long periods of time and working with highly toxic pesticides in enclosed areas usually necessitates the use of some type of respirator. "But, wearing a respirator does NOT eliminate the need for wearing protective clothing on other parts of the body," he reminds.

Rubber or neoprene gloves should be worn when handling concentrated or highly toxic pesticides. Don't use gloves with fabric lining or cotton or leather gloves, as there are hard to clean once contaminated. Sleeveless should be outside the gloves to prevent pesticides (especially volatile pesticides) from getting inside.

Long-sleeved shirts and long trousers or coveralls made with Wandering Brimmed, Brimmed, or full body overalls are essential. Clothing should be laundered daily. If it becomes wet during spraying, it should be changed immediately. As with gloves, trousers should be worn outside boots to prevent pesticides from running inside. When handling pesticide concentrate of very toxic materials, wear a lightweight raincoat or rubber apron for added protection, Merrouck says. A wide-brimmed, insect proof hat is a good idea to protect eyes, mouth and face. It should not have a cloth or leather sweatband since these bands are hard to clean once contaminated.

Lightweight rubber boots are best to wear when handling or spraying pesticides. These boots should be washable daily. Don't wear leather or canvas boots which are difficult to clean after they have absorbed chemicals.

Wear goggles or a face shield when there is danger of pesticides coming in contact with your eyes. Your eyes will not only absorb pesticides, but vision could be affected. Goggles can be worn separately or in combination with a face mask. Look for goggles to see that recessive-ly long sideburns or beards or even unshavenness doesn't interfere with an adequate seal when wearing a respirator.

Always work in groups when applying pesticides, Merrouck says. If either person is outside the group, he is exposed to the particular pesticides from getting inside.

A wet 1983 spring is likely, due to the abundant rainfall last fall. These conditions are ideal for weed growth, especially weeds, according to Dr. C.V. Eberlein, extension weed specialist at North Dakota State University. Preemergence or postemergence herbicides will be needed in addition to good cultural practices to control weeds.

For wild oat control in wheat and barley, several herbicides are available. Fargo may be applied preemergence incorporated for wild oat control in wheat, and may be used either preplant incorporated or preemergence incorporated in barley. In barley, a preemergence incorporated application of Averdan also may be used for wild oat control.

If a severe foxtail problem is anticipated, a Fargo plus Trelfix tank mix may be used preemergence in wheat or barley, points out Eberlein. Apply Fargo plus Trelfix after planting and incorporate approximately one inch by harrowing, advises Eberlein.

Postemergence wild oat herbicides include Carbaryl, Hoepp, and Averdan. If Carbaryl is used for wild oat control in wheat or barley, wild oats must be treated when they are in the 1½ to 2 leaf stage.

stage of growth for best control with Carbaryl. Addition of one gallon per acre of aqueous nitrogen to the spray solution will increase wild oat control with Carbaryl by an average of 10 to 30 percent, advises Eberlein. Growers should also use Carbaryl with caution if temperatures are cool, says Eberlein, since oat or barley injury may occur. Research at NDSDS has shown that Carbaryl should be applied when daytime temperatures will exceed 56 degrees Fahrenheit for several hours during the first three days after application, in order to reduce the potential for crop injury.

Hoepp controls foxtail (pigeongrass) as well as wild oats in wheat and barley. Hoepp should be applied when grassy weeds are in the 1 to 2 leaf stage. No broadleaf herbicide other bromoxynil (Buctril, MSi Brominal) should be tank mixed with Hoepp on wild oat control may be reduced, according to Eberlein.

Averdan controls wild oats in the 3 to 5 leaf stage of growth. Averdan is relatively ineffective on wild oats with less than 3 leaves, so farmers using Averdan should be sure to wait until wild oats are 3 to 5 leaves before spraying the herbicide. Some weed species such as Lam, Waldron, Alex and Jamaica are very susceptible to Averdan injury so use Average only on labeled varieties.

Air transport chief critical of OMB plan

DENVER, Colo., April 10, 1983—Reductions in federal airports and spending proposed by the Office of Management and Budget (OMB) were harshly criticized today by Lawrence L. Burian, president of the National Airports Association (NATA). "The need for our industry is to define this threat is clear," he told an audience of pilots, government officials and FBO and air taxi executives at the dedication of the new Denver Flight Service Station at Arapahoe County Airport.

"Cutting $93.5 million from airports and $90 million from the Federal Aviation Administration's facilities and equipment (F & E) budget would impact that agency's plan for modernizing America's air transportation system," he charged. "OMB officials say that unused F & E funds can be 'slipped' to future years, but NATA does not accept this proposition. We believe these funds will never be used for aviation programs if their spending is delayed.

The Association's president also noted this group's position that the Reagan administration would not keep its commitment to fully fund an airport and airways program. "It's really no surprise that OMB requested only $70 million for airports and $1 billion for F & E," he said. "We're convinced the FAA could spend the full $1.392 billion so generously worthwhile projects. All we have to do is look around. That's why NATA is pushing for full funding.

Regarding federal funding for airports, Burian explained, "NATA's position is unchanged. The minimum spending for Fiscal Year 1984 should be the $703.5 million originally authorized by Congress.

In addition to cutting OMB's cuts, Burian focused on "place naming" as a threat to effective airport and airways spending. "Place naming is simply a more fashionable term: for pork-barreled airports" conditions, and it can destroy a worthwhile sector, while unified aviation funding program, he added, "is the job of establishing priorities and planning and selecting facilities in America's air transportation system initially and first to Congress but to qualified people in the FAA. The FAA's plans are projects according to strict criteria — not by political expediency."

Burian noted that NATA is working with a coalition of aviation groups to achieve full funding. "1983 should be the year for this industry to get what we're paying for. Airports and F & E programs are fully funded by user taxes, and we must have full funding in return," he demanded.

Burian's address, "Airports and Air-ways: Progress or Decay," coincided with the close of Colorado Aviation Week, a period of recognition for general aviation proclaimed by Governor Richard Lamm. NATA is a group that opened the week of aviation activities with a speech to pilots on building better relations with FAA.

The National Airports Transportation Association (NATA) represents the interests of fixed base operators (FBOs) and on-demand and charter companies across the United States.

Good judgment is priceless

Good judgment is the priceless element of expertise as practiced by successful pilots and above all, precise skills — both mental and physical. But, the challenge of flying brings its own rewards through fulfillment of dreams and through the freedom to go where you want to and when you want to, SAFELY.

(Turkdenfl Aviation newsletter)

Several herbicides will get wild oats

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