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

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Wahpeton, ND 58075

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. 1167: Bill increases state aircraft registration fees collected by the Aeronautics Commission 50% effective January 1, 1984 and another 50% 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 fee reaches a figure equal to 50 percent of the original registration fee, which shall be the fee each year thereafter. The bill provides that aircraft registration fees are based on the maximum permissible take-off weight, except for ultralight vehicles shall be based on the manufacturer's empty weight. This is the first increase in aircraft registration fees since the present 1983 fees were set by the N.D. Legislature in 1947 or 36 years ago. The bill provides that 75% 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 valuations of the governmental entities operating public airports. The balance of 25% of the fees are to be deposited in the state general fund. Law effective January 1, 1984.

HOUSE BILL NO. 1206: Bill increased airman registration fees charged by the Aeronautics Commission from \$3.00 to \$8.00 and increased the duration from 2 to 4 years for all private, commercial, ATP pilots and mechanics. Bill increased student pilot state registrations from \$1.50 to \$3.00 for two year registration. Law carried an emergency clause which made it effective immediately upon signature of the Governor. Renewal applications for aerial applicators have been mailed. Renewal applications for all other airman and mechanics will be mailed in May, 1983.

HOUSE BILL NO. 1518: Bill changes over present sales and use tax on aircraft and ultralight vehicles to an excise tax effective January 1, 1984. Effective January 1, 1984 all aircraft and ultralight vehicles purchased will be subject to a one-time excise tax of 4 percent on full purchase price and 3 percent on aerial spray aircraft with no trade in allowance. (In the meantime between April 1 and December 31, 1983, aircraft and ultralight vehicles are still under the sales tax law which was increased 1 percent effective April 1, 1983, with casual sales of aircraft and ultralights exempt of sales taxes until the Excise tax takes affect on January 1, 1984). On January 1, 1984, casual sales of aircraft and ultralights will no longer be exempted of the excise tax.

On that date the Aeronautics Commission will collect the aircraft and ultralight excise tax at the time of registration which is to be within 30 days of the sale. Once the aircraft or ultralight is taxed on a sale without trade-in allowance, on a transaction taking place on January 1, 1984 or thereafter, such aircraft or ultralight may be bought and sold any number of times in North Dakota with no additional excise tax due. Aircraft that are registered with the Aeronautics Commission prior to January 1, 1984, will be grandfathered out of the excise tax until owners change. In the meantime, the N.D. Legislature is still in session as of April 18th and it is unknown at this time if there will be any additional increase in the sales tax or excise tax laws on aircraft and ultralight vehicles. Law is effective January 1, 1984.

HOUSE BILL NO. 1630: Bill will license all aircraft and ultralight dealers by the State Aeronautics Commission beginning January 1, 1984. Annual 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 bill will be managed by the Aeronautics Commission. Law is effective January 1, 1984.

Association represents N.D. aviation industry

In the past legislature bills were introduced which, if enacted, would put many of the smaller airports out of business. As a result it became very clear that the airport authorities need an organized group. This concept was also true of the other groups in the aviation business.

Therefore, the organization of the NDAA, North Dakota Aviation Association, will be proceeded with.

Dennis Rohlf, general manager of Executive Air Taxi Corp., Bismarck, N.D., was elected chairman of the board.

Included in this NDAA is a representation of five broadly defined categories of aviation:

- 1) Agricultural aviation;
- 2) Professional aircraft mechanics;
- 3) Airport authorities and airport management;
- 4) Fixed based aviation operators/air taxi operators and
- 5) General aviation including industrial members, pilots, instructors and flying farmers.

Each of these groups will be organized separately with separate elected boards but will be a part of overall NDAA. Each organized group will have equal representation under an umbrella. By-laws exist for this organization as a whole.

Airport authorities in the past have had

HOUSE BILL NO. 1072: 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 a user of aviation fuels shall be reimbursed the eight cents per gallon by the State Tax Department less a special excise tax of four percent of the sale price of aviation fuel which shall be deducted from the refund by the State Tax Department. The proceeds of the four percent special excise tax shall be deposited by the State Treasurer in the Aeronautics Commission construction fund. The Aeronautics Commission shall use these funds for matching any funds made available by airport authorities or political subdivisions for airports, easements, lighting and engineering and navigational aids in amounts determined by the Aeronautics Commission and upon projects approved by the Commission, provided that the airport receiving such assistance does not receive a block grant for airports from the Aeronautics Commission from the State General fund. This law is unchanged from the present law. Unclaimed refunds are to be deposited

little say about the state regulations which govern them. An organized group can go before the legislature and make responsible demands and back up the State Aeronautics Commission.

In the present legislature bills were introduced which would be detrimental to general aviation including one to cut mill levies depended on to finance airports and one to place an exorbitant insurance cost on aerial applicators.

There are 92 airport authorities in North Dakota with 3,400 people involved as pilots, manager, aircraft owners, aerial applicators and fixed based aviation personnel.

Airport authorities would be more effective under the umbrella organization and could be effective in solving some of the problems arising.

Tentative plans are being made for a March 1984 convention in Bismarck.

After gaining enough membership the airport authorities will elect a board of directors and dues will be decided upon.

The airport authorities chairman will be available to meet with area boards to discuss joining the organization.

Anyone having questions can contact Bill Kuehn, Parshall Airport Authority, Parshall, N.D.

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. This bill had an emergency clause and became effective immediately upon signature of the Governor in March, 1983.

HOUSE BILL NO. 1539: This bill increases 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 fuels is 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 townships must distribute the proceeds of one cent unrefunded fuel tax to all organized townships which provide 50% township 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 must return these funds to the state treasurer who shall deposit same in the Highway Tax Distribution Fund. The 13 cents per gallon motor vehicle fuel tax is divided 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. 2320: Bill was amended to retain the maximum mill levy tax at four mills for municipal, county and regional airport authorities and four mills for airports supported by a municipality or park district.

The bill in its final form provides that any airport mill levy made by a County or County Regional Airport Authority shall not apply to any township, municipality or park district which already has an airport mill levy for support of local airport or regional airport authority. Bill signed by Governor.

HOUSE BILL NO. 1016: Appropriation Bill for the State Aeronautics Commission. Bill as passed by both the House and Senate increased general fund block grants for air carrier airports

See "assessment" page two

Group consolidates 'ag voice'

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

President Lynn Larson, Fargo; Vice President Jay B. Lindquist, Hettinger; Sec-Treas. Lyn Thompson, Harwood; Nat. Delegate Ron Deck, Hillsboro; Regional Directors Bill Pace, Dickinson, Rick Marburger, Williston; Mike Hohl, Mayville and Gerald Beck, Wahpeton.

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 to be held in March '84. 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, presently representing three associations with intentions to involve not only ag aviators, fixed base operations and aviation mechanics, but also the Flying Farmers, 99'ers (women aviators), the Experimental Aviation Association and other interested aviation organizations.

—Submitted by Lyn Thompson,
—Sec-Treas. NDAAA

Oakes fly-in and hangar dedication is June 5

On Sunday, June 5, 1983, the Oakes Airport Authority will help sponsor and promote aviation activities. A breakfast will be served from 7:30 to 12:30. At 11:30 the new hexagon flight 6 hangar will be dedicated.

Other scheduled events will include acrobatics 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.

Senate bill changes assessment structure

From page one

from \$500,000 to \$1,000,000 in the 1983-1985 biennium. The \$1,000,000 figure is subject to an adjustment downward of 2% by amendments adopted by both the House and Senate Appropriations Committees on all agency budgets to lower general fund expenditures by all state agencies. The bill will be sent to the Governor on about April 18th.

Bill Still in
Committee

SENATE BILL NO. 2179: This bill made the state tax on all airline flight property an in lieu of tax to comply with the 1982 federal law in the Federal Airport Improvement Act. Amendments have been attached to the bill which provides that the airline flight property tax will be set at 10% of the assessed value in place of 12%. The 10% figure is the same as all other commercial and industrial property in North Dakota.

The senate amended the bill to provide that aircraft of each air transportation company shall be valued on a fleet by-

type basis for all fleet types operating in North Dakota at original cost depreciated on the basis of a twelve year economic life with a residual value of fifteen percent.

The House amended the bill to delete an arithmetical formula for determining aircraft valuation of the airlines operating in North Dakota and left valuation up to the State Board of Equalization. The airlines asked for a formula rather than personal judgment of the State Board of Equalization. Under the present system of figuring the airline tax for 1982 assessments, the tax payable in 1983 for NorthWest, Republic and Frontier Airlines is \$416,184.80 at a 13% assessment level.

North Dakota airports with scheduled airline service benefit 100% in the distribution of the airline flight property tax which is paid by the state tax department to the state treasurer who distributes the proceeds to airports based on a formula on gross weight of aircraft and frequency at each airline airport.

North Dakota Pilots Assn. formed

April marked the formation of the North Dakota Pilots Association. Interested pilots gathered in Grand Forks, 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 Dubuque, president, the primary goals of the association are to improve the qualifications and abilities of its members by conducting annual seminars and refresher courses on a more frequent basis, 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.

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 next meeting and would like to become a member, send the fee to Diana 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 the annual seminar, membership, and other items of interest.

For further information concerning time and location, contact: Don Dubuque, president, 772-6500; Al Palmer, vice president, 746-0914; Frank Argenziano, secretary 775-2240 or Diana Carroll, Treasurer 775-0402.

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Around the State

CASSELTON. . . . is reviewing an aviation noise layout to determine the amount of noise impacted upon neighboring farms and a proposed new runway location south of town.

BEULAH . . . Some interest on building T-hangars at Beulah has surfaced. The Airport Authority will review several plans on this development. If any new hangar construction on a public use airport is planned, a FFA Notice is required, so contact the Aeronautics Commission for more details. An airspace analysis is made to insure that adequate clearances are maintained, so that grant assurances are maintained or safety is maintained.

WATFORD CITY . . . had a chance to review the new precision approach path Indicator (PAPI) System with the FAA Airport Field Office personnel. They are progressing on plans for airport expansion through an environmental assessment and minor business enterprise study.

LEEDS . . . is still looking for a suitable site to relocate the airport. The new two lanes of Highway 2 will necessitate the closure of the existing airport. Functional replacement will be achieved through the possible startup of construction of the new runway this year, if a site is secured.

MEDORA . . . The Aeronautics Commission staff is working with the U.S. Forest Service on an environmental report on the possible new relocation of a runway on the existing airport site on the butte top, north of Medora. An engineering study on the earthwork is completed, but the project has a lot of questions to be answered before construction could begin.

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 balloon flying demonstrations, ultralight flying demonstrations, many static displays, some include one of Charles Klesick's planes, Air 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 cita-

tion 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 continuance of our Youth and Community Service Projects.

If you have any further questions or need additional information, please feel free to contact me at my home, telephone number is 845-5139.

Job Placement has expanded

Agricultural Aviation Job Placement Service has expanded by including A&P mechanic placement for those oriented toward ag activities.

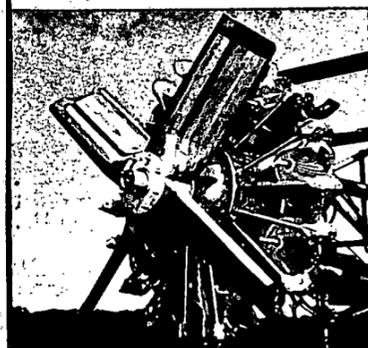
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Money Grows Food

Farm production expenditures in the U.S. totaled \$135.1 billion in 1979. This means one U.S. farmer on the average has to spend \$58,000 in a year for the farming inputs needed to produce food and fiber, says Sperry New Holland.

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Eighteen standard metal runway markers — need paint. Parshall Airport Authority, Parshall, ND 58770.

Food Facts

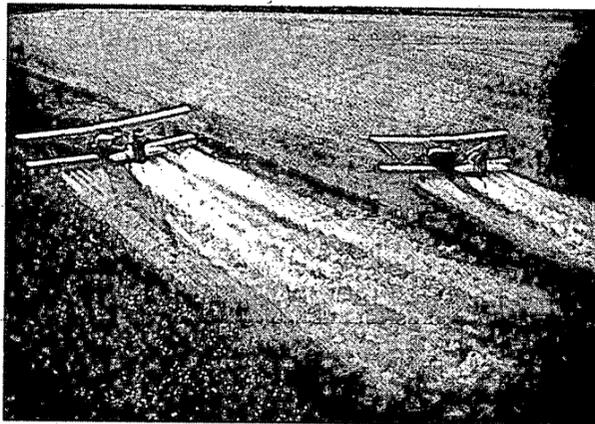
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USDA predicts 1981 farm exports will reach \$46 billion — up from \$20 billion in 1976.

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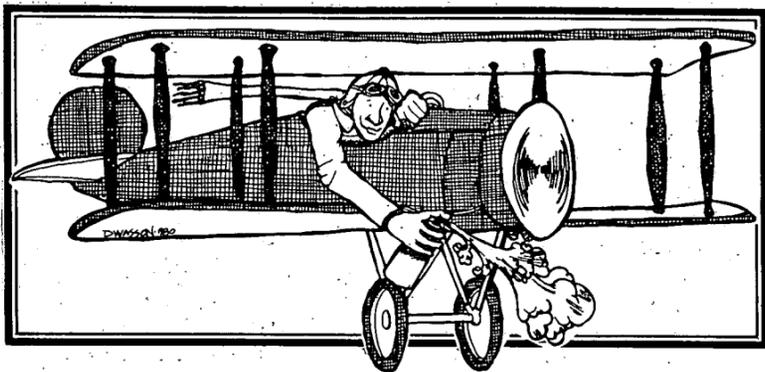
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Protect your body

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 A. Meronuck. 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 greatest," Meronuck says. Exposure to pesticides for long periods of time and working with highly toxic pesticides in enclosed areas usually necessitate 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; these are all hard to clean once contaminated. Sleeves should be outside the gloves to prevent pesticides (especially granular pesticides) from getting inside.

Long-sleeved shirts and long trousers or coveralls made of closely woven fabrics 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, Meronuck says. A wide-brimmed, waterproof 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 washed 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 respirator. Watch to see that excessively long sideburns or beards or even eyeglasses don't interfere with an adequate seal when wearing a respirator.

Always work in pairs when applying pesticides, Meronuck says. If either person becomes sick, get out of the area fast and to a doctor. Don't try to finish up the application job.

Children, unauthorized people and pets should be kept out of areas to be sprayed and not allowed around sprayers, filler tanks, storage areas or empty pesticide containers.

Several herbicides will get wild oats

A wet 1983 spring is likely, due to the abundant rainfall last fall. These conditions are ideal for weed growth, especially wild oats, 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. Far-go 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 Avadex also may be used for wild oat control.

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

Postemergence wild oat herbicides include Carbyne, Hoelon, and Avenge. If Carbyne 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 of growth for best control with this herbicide. Addition of one gallon per acre of aqueous nitrogen to the spray solution will increase wild oat control with Carbyne by an average of 10 to 20 percent, advises Eberlein. Growers should also use Carbyne with caution if temperatures are cool, says Eberlein, since wheat or barley injury may occur. Research at NDSU has shown that Carbyne should be applied when daytime temperatures will exceed 50 degrees Fahrenheit for several hours during the first three days after application, in order to reduce the potential for crop injury.

Hoelon controls foxtail (pigeongrass) as well as wild oats in wheat and barley. Hoelon should be applied when grassy weeds are in the 1 to 4 leaf stage. No broadleaf herbicide other than bromoxynil (Buctril, ME4 Brominal) should be tank mixed with Hoelon or wild oat control may be reduced, according to Eberlein.

Avenge controls wild oats in the 3 to 5 leaf stage of growth. Avenge is relatively ineffective on wild oats with less than 3 leaves, so farmers using Avenge should be sure to wait until wild oats have 3 to 5 leaves before spraying the herbicide. Some wheat varieties such as Len, Waldron, Alex and James are very susceptible to Avenge injury so use Avenge 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 Air Transportation Association (NATA). "The need for our industry to defeat 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 \$393 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 now."

The Association's president also noted his group's prediction 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 \$700 million for airports and \$1 billion for F & E," he said. "We're convinced the FAA could spend the full \$1.393 billion for genuinely worthwhile projects. All they 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 \$793.5 million originally authorized by Congress."

In addition to citing 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-barrel politics, and it can destroy a worthwhile, unified aviation funding pro-

gram," he stated. "The job of establishing priorities and planning and locating facilities in America's air transportation system should not be left to Congress but to qualified people in the FAA. They establish aviation projects according to strict criteria — not by political expediency."

Burian noted that NATA is working with a coalition of major aviation groups to achieve full funding. "1983 should be the year for the aviation 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 Airways: Progress or Decay?" coincided with the close of Colorado Aviation Week, a period of recognition for general aviation proclaimed by Governor Richard Lamm. NATA's president opened the week of aviation activities with a speech to pilots on building better relations with FBOs.

The National Air Transportation Association (NATA) represents the interests of base operators (FBOs) and on-demand air taxi companies across the United States.

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(Thunderbird Aviation newsletter)

Potpourri of aviation events scheduled at Williston

On Sunday, May 22, 1983, between 7 a.m. and 6 p.m. a potpourri of aviation events are scheduled at Williston. Because the airport is an International Airport, it is also promoted in Canada. Attendance is encouraged, not only for people from Williston, but also from all of North Dakota, eastern Montana, and southern Saskatchewan and Manitoba.

Sometime between 12:00 noon and 2:00 p.m., an awards presentation will include the rededication of Sloulin Field and a ribbon cutting ceremony for the remodeled terminal. Members of the Sloulin family will be on hand to formally re-dedicate the airport. The original flags presented at the burial of Wesley C. Sloulin and Kermit G. Sloulin (who gave their lives in WWII) who the airport was named after, will be donated to the airport by the Sloulin family and subsequently raised that day.

Events this day are numerous starting with a pancake breakfast from 7:00 a.m. to 12:00 noon. Big Sky and Pioneer Airlines' metroliners will be on display with scenic rides. Pietsch Flying Show and the "Tension Free" Sky Diving Team, a fourth place finisher in the National Tournament, will be main attractions. Fly-in activities will include flour bombing competition, awards for oldest plane, oldest and youngest pilots, fastest flyer, experimental aircraft, hot air balloons, and ultralights.

With the excellent lineup of activities planned, a good turnout is anticipated. For more information contact Gerald Olson, Assistant Manager, at 774-8594.