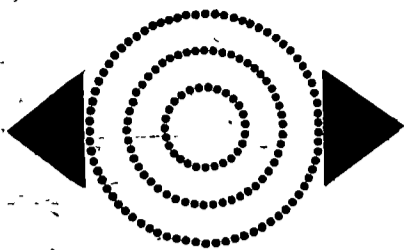


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VOLUME 2 NUMBER 2

FEBRUARY 15, 1984

## ND Aviation: "A new beginning"

What promises to be the largest aviation convention in North Dakota history will be held March 12-15 at the Kirkwood Motor Inn of Bismarck.

The Upper Midwest Aviation Symposium is being organized under the auspices of the new North Dakota Aviation Council (NDAC), and is part of successful efforts started last year to reorganize and redefine the role of general aviation throughout the state for the common good.

NDAC was created as an "umbrella" group under which both existing and newly formed aviation organizations could come together to promote and work for general aviation on a collective basis. A joint convention to, "enhance aviation in North Dakota and the surrounding area," is a stated goal of NDAC and the Upper Midwest Aviation Symposium featuring the theme, General Aviation - "A New Beginning" is the result.

Starting at noon on Monday, March 12th, this "first ever" symposium will bring together over 60 speakers and various presentations related to general aviation (see program page 7). Over 700 people from throughout the area are expected to attend.

The new NDAC is made up of five major organizations - three "old line" existing groups and two "new" groups. The existing groups are: (1) The North Dakota Aviation Association (NDAA), representing FBO's - Dennis Rohlfs, Bismarck, president; (2) North Dakota Professional Aviation Mechanics Association (NDPAMA), Jeff Johnson, Fargo, president, and; (3) North Dakota Agricultural Aviation Association (NDAAA), Lynn Larson, Fargo, president. The two "new" groups are: (1) The Airport Association of North Dakota (AAND), Morrie Thingstad, West Fargo, president, and; (2) The North Dakota Pilot's Association, Don Dubuque, Grand Forks, president.

The underlying goal of NDAC has been to bring "splintering" aviation interests back together to: "Gain strength publicly and politically through joint representation and input by all aviation groups, to; "Promote and increase cooperation among all aviation segments in North Dakota," and, to; "Convene jointly once a year."

IS IT WORKING?



Governor Allen Olson



Quentin Taylor

### NDAC Convention Speakers

Yes, according to those involved with NDAC activity.

Says Gordon Person of Fargo, chairman of NDAC, "Things are looking great. We all hoped the council could bring aviation interest back together and it seems to be happening. All the member organizations have cooperated at the meetings - input is excellent and decisions are being made."

Continued Person, "It's good to see the groups meeting together with ideas and plans. Everything is positive and things are happening fast."

Larry Buller, of Bismarck, another council member states, "With everybody going in the same direction, the council concept cannot help but generate enthusiasm, within and without, toward fostering better feelings

and understandings for general aviation."

Says NDAA president, Dennis Rohlfs, who presented the original NDAC "umbrella" concept to attendees at last year's NDAA Convention, "We are gratified to see that our efforts to create harmony within the aviation community are now bearing fruit. We will all benefit from addressing the issues head-on and with a united front."

One highlight of the "symposium" will be a Wednesday evening banquet featuring speeches by Gov. Allen Olson and Mr. Quentin Taylor of Washington, D.C., FAA Deputy Associate Administrator for Airports.

According to Dennis Rohlfs, banquet M.C., both Governor

Olson and Mr. Taylor are expected to bring an encouraging economic message for general aviation along with top level insight into the future of airport and air system development.

A short awards ceremony will also be held in conjunction with the banquet and a Wednesday afternoon tour of the North Dakota Heritage Center and Governor's Mansion will be part of the ladies program. Symposium planners are excited with the prospect of an informative and well attended convention, and are convinced, after a year of energetic planning and activity that this harmonious "New Beginning" in our state and region can truly spell prosperity for all segments of the general aviation industry.

## What is general aviation?

by Burt Calkins

Nearly a hundred years ago, an American bishop stated in a lecture at a small college that, "everything about nature had pretty much been discovered." A professor in attendance disagreed, saying that the next fifty years would produce many new discoveries, including flight.

"Nonsense," laughed the bishop, "flight is reserved for the Angels!" Ironically, that bishop's name was Wright and he had two

sons, Wilbur and Orville. Obviously, the boys didn't heed their father's words and on December 17, 1903, above the windy dunes at Kittyhawk, they changed the world forever.

Originally a novelty, powered flight soon demonstrated its commercial application and the passage of the Air Commerce Act of 1926 recognized the potential of aviation's contribution to the growth of the nation.

The rest is history and today we

find the United States dependent on a vast transportation network with a massive aviation industry as an integral part.

As the decade of the 80's arrived, "general aviation" defined as that segment other than the military and scheduled commercial airlines, had grown to tremendous proportions in service to the

GENERAL AVIATION page 2

# Keeping track of mechanics

The Federal Aviation Administration has a difficult enough time maintaining accurate records on pilots, but the situation is far worse with FAA-licensed mechanics, according to the Professional Aviation Maintenance Association (PAMA). The association estimates that the FAA's records on airframe and powerplant-licensed mechanics could be 50 percent in error.

PAMA has petitioned the FAA to correct the problem by requiring mechanics to reregister with the government every five years. All that would be required is for the mechanic to write his license number and place of employment on a postcard and mail it to the FAA. PAMA's proposal is based on a similar system in operation in Canada.

"We have no idea how many active A&Ps there are," noted Sharon Dunn, executive administrator of PAMA. Some guess there are about 200,000, but no one really knows, she said.

Registration would provide the FAA with an accurate mailing list that could be used to disseminate

safety information and mobilize mechanics in the event of a national emergency, PAMA argued. "We hope A&Ps won't view our proposal as a method of control or a hassle," Dunn said, "but as a means to identify a possible shortage of mechanics."

A registration program obviously would help PAMA identify potential new members. The 12-year old organization, which just established a national office last February in St. Ann, Missouri, has 1,500 individuals and 170 companies on its membership roster.

The FAA has resisted a mechanics registration program, arguing that it would be costly and unpopular, according to Dunn. But A&Ps who have inspection authorization authority are required to reregister every three years, she noted.

PAMA also hopes to change the occupational title of A&P mechanic to "aviation maintenance technician" — an idea that also is meeting with FAA opposition because of alleged costs and the lack of any real safety benefit, Dunn said.

# General Aviation

Continued from page 1

general public, business and industry. The general aviation fleet includes thousands of business jets, turbo props and multi-engine aircraft of every variety including some of the largest airliners.

In the United States, there are over 800,000 pilots in general aviation, flying 200,000 aircraft on 10 million flights each year...over 75% of which for business purposes. In 1982 alone, the Federal Aviation Administration licensed 53,000 new pilots.

These pilots operate from 15,000 airports and transport nearly 125 million intercity passengers each year, fully half that of commercial airlines which serve less than 400 airports nationwide. The effects of airline deregulation, the energy crisis along with 55 mph speed limits, plus deteriorating and increasingly crowded surface systems are launching ever more people into the air.

As the economic recovery now begins to take place, we see industry migrating to new and often remote locations throughout the land. No longer is commercial airline service a pre-requisite to decisions regarding business location. The increasing diversification and dispersion of business and industry is beginning to depend on more-and-more on the flexibility of business and corporate aircraft. In a recent survey, 41% of the companies contacted indicated they would be purchasing business aircraft in the next two years. The growing number of planes and helicopters will be operating into and out of the smaller, yet abundant public and privately owned airfields.

North Dakota, for example, has 100 public airports and nearly 500 private landing facilities. North Dakota's airport system now represents a \$50 million dollar investment, with \$8-\$10 million being added annually. It is these small airports which will be essential to future commerce since even modern communications will

never totally replace face-to-face human interplay and the old fashioned handshake.

These smaller airports are now serving the North Dakota public as home bases for 1800 registered aircraft and 3500 licensed pilots involved in a wide variety of general and special purpose flying.

In addition to transporting people and freight, there are hundreds of aircraft in North Dakota engaged in crop spraying, oil field and energy development support, law enforcement, aerial surveys, air ambulance service, weather modification, wildlife management and many other activities. Visionaries even see airport commodity and livestock terminals in their crystal balls.

All of these activities are on the increase, providing thousands of jobs and tens of millions of dollars in additional wealth to our state. The 195 aerial agricultural operators, flying some 312 aircraft are alone increasing the value of crop yields by nearly \$40 million each year in North Dakota. The overall value due to the efficiency and time savings attributable to general aviation in the state is difficult to calculate but the economic impact is substantial. The contribution of general aviation to the national economy is estimated at over \$10 billion annually.

Generally, business and the economy are on the rise. Markets are up, interest rates down and earning projections are increasing. Business flying is increasing and assuming an ever greater portion of all air travel. Coincidentally, a whole new generation of more efficient and advanced aircraft, air traffic control systems and accurate weather forecasting methods are coming into place and will soon be in lockstep with the nation's progress through the current technological revolution and into the 21st Century.

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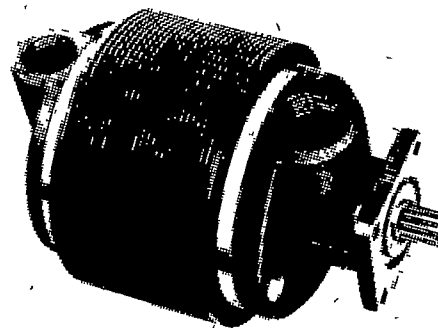
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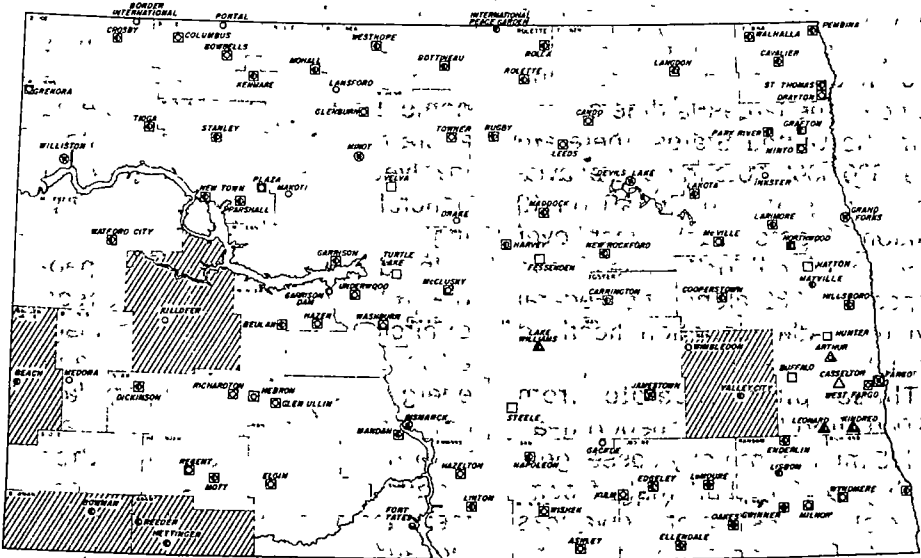
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# Around the state Air boardings up threefold



**ROLLA** ..... is planning to do the airport seal coat work in coordination with a city project. They have made some engineering contacts to coordinate and supervise the summer project. The Airport management is trying to establish justification for instrument approach procedures for the existing NDB.

**CANDO** ..... has met with the N.D. Aeronautics Commission staff in regards to developing an airport to serve present day standards for their community. Hospital Services, increasing business development, banking transfers, and agricultural spraying has created the demand for a better airport facility.

**TURTLE LAKE** ..... the local Airport Authority is actively planning for an airport site. Engineering and financial obligations are being lined up to accomplish their goal.

**DEVILS LAKE** ..... The Airport management is working on the land acquisition needed for the FAA ILS project. Also they are coordinating closely with their new commuter service, Mesaba Airlines.

**NEWTOWN** ..... will plan a seal coat project on their recently developed asphalt airport construction done in 1982. A contractor is doing the city streets this summer and the runway has numerous small cracks.

**HETTINGER** ..... the Airport Authority will consider either a seal coat, apron overlay project or both this summer. U.S. Highway 12 will be worked on this summer and hopefully low bids will allow for all this work including the Reeder Airport maintenance on the airport.

**WALHALLA** ..... is considering participating in the purchase of a surplus snow plow from the N.D. Highway Department. Snowfall has not been too heavy so far this winter, but thawing periods have led to a lot of ice on runways. Therefore, airport managers should closely monitor the runway surfaces and report it to the FSS if an unsafe condition occurs.

**FORT YATES** ..... A recent inspection of the airport found a crack sealing crew at work. During the winter, the cracks are wide open and are ideal for filling before the spring rains start. Water should be prevented from seeping into the asphalt base through the cracks since this will cause future heaving and breaking of the pavement.

**OAKES** ..... has a remarkable total of nearly 30 based aircraft, since the airport opened in early 1980's. A new fixed base operator providing mechanical, rental and ag-service has built a hangar to accommodate his services. The runway lights are presently activated with 3 clics of the aircraft microphone, VASI at runway 30 on 5 clics, and VASI at runway 12 on 7 clics, all within a 5 second period.

**NAPOLEON** ..... will be meeting to discuss a 400' runway extension and asphalt overlay project. The present runway is only a 1 1/2" asphalt mat over a gravel base and needs strength to accommodate the weekly twin-engine aircraft operations of the livestock buyers and hospital services. Financing this project will be a major burden for the Airport Authority.

Commuter airplane boardings and deplanements at Devils Lake are up three and one-half times since Mesaba Airlines began service here, according to airport manager Lawrence Knoke.

Knoke said today that from January through November 1983, former local air carrier Big Sky Airlines of Billings, Montana averaged 41 boardings and 39 deplanements a month. Since December 1 when Mesaba of Grand Rapids, Minn. took over, 113 persons have boarded and 90 deplaned. At the present pace this month the average will be 150 boardings and 130 deplanements, Knoke said.

"That's an increase to a couple of things, including the competitive fare to Minneapolis-St. Paul, and the fact that the Twin Cities is a hub from which people can make connections to anywhere."

Mesaba currently provides two round trips per day to the Twin Cities with stops at Jamestown.

"People aren't driving to Grand Forks to hop a plane as they used to," the airport manager said. "It is cheaper to fly to Minneapolis

from Devils Lake on Mesaba than it is to fly from Grand Forks.

Mesaba in January offered a \$124 round trip fare to Minneapolis, the fare from Grand Forks is \$140.

Knoke said the Mesaba fare will go to \$140 in February. "But that still will be a bargain because one still won't have to drive to Grand Forks and pay for parking there," he said.

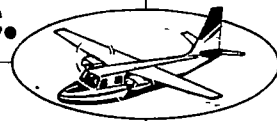
The Devils Lake Airport Authority is "very happy" with Mesaba's service thus far, Knoke said. "This is turning out better than we anticipated," he said. "We think another part of the success is that the Mesaba aircraft is quieter and roomier than was Big Sky's plane. And of course, the scheduling is a big plus for us."

The Airport Authority and the Devils Lake City Commission last year voted to support Mesaba's application to the Civil Aeronautics Board to provide service to Devils Lake. Northern Airways of Grand Forks also had bid for the route and the federal subsidy that comes with it.

Taken from Devils Lake Journal, 1-24-84

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## New officers for ND Aeronautics Commission

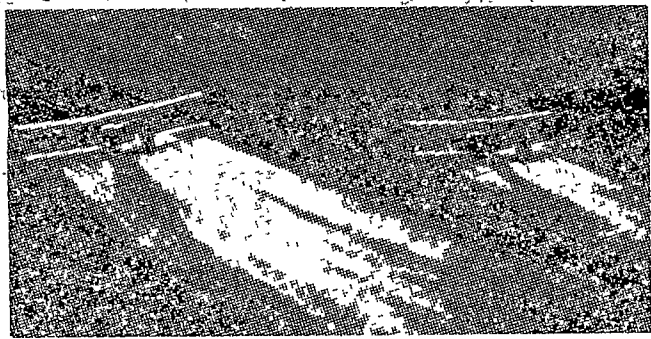
The North Dakota Aeronautics Commission in its annual meeting elected a new slate of officers. Lyle W. Hilden, Bismarck was elected Chairman replacing Darrol Schroeder, Davenport; Alan R. Butts, Carrington was elected Vice Chairman and Jack K. Daniels, Williston, Secretary.

The State Aeronautics Commission approved state-aid matching grants for airport improvements at seven general aviation airports, totaling \$54,212 according to Harold G. Vavra, Director. These are:

Fessenden	\$29,000	Purchase land and clear zones and engineering costs for design of a new airport.
Ashley	\$5,000	For completion of 4,300 ft. paved runway and engineering.
Turtle Lake	\$15,000	Purchase of land and engineering costs for design of new airport.
Mohall	\$2,500	Airport runway, pavement, apron and taxiway crack repairs.
Grafton	\$1,277	Airport crack filling of paved runway and apron.
Hillsboro	\$948	Runway, apron and taxiway crack filling.
Kenmare	\$487	Gravel for apron construction.
	\$54,212	Total

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## Helms resigns as FAA administrator

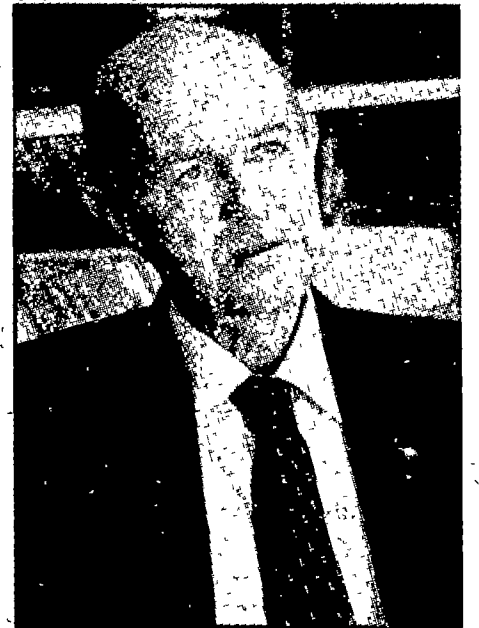
FAA Administrator J. Lynn Helms is voluntarily leaving the position he has held since early 1981. Helms submitted his letter of resignation to President Ronald Reagan on Friday, December 23, saying he would serve until January 31. At press time, Reagan had not identified a replacement for Helms.

Barring a Reagan nomination, the FAA's deputy administrator, Michael J. Fennello, was expected to become acting administrator. Fennello has been deputy administrator since August 1981. Before joining the FAA he worked for Eastern Airlines for 38 years, starting as a copilot and retiring in 1976 as vice president, operations control. Fennello holds an ATP certificate and has logged more than 12,000 hours, but he is not an active pilot.

In his two-page letter of resignation, Helms said he is returning to the business world to pursue strategic consulting and business planning. He made no mention of the investigations under way concerning his private business dealings. The Wall Street Journal, on several occasions has reported that Helms and an associate had assumed control of a number of small manufacturing companies in several states and allegedly proceeded to transfer assets among the firms. Some of the companies declared bankruptcy, the Journal reported, and government-guaranteed loans were placed in default. The Journal reported that some of the money was borrowed based on false information.

The suspect business affairs were conducted while Helms served as president of Piper Aircraft from 1974 to 1980 and into his tenure as FAA administrator.

The Department of Transportation's ethics office has asked Helms for answers to a series of questions concerning the accuracy of his financial disclosures, and it has been reported that the Securities and Exchange Commission and the Commerce Department are conducting investigations, as well as



J. LYNN HELMS

grand juries in Florida and California.

Helms told President Reagan he largely had completed the major tasks he faced when he became administrator. Helms is best known for refusing to meet the demands of Professional Air Traffic Controllers Organization strikers in the summer of 1981, and then shepherding the FAA's air traffic control system back to relative normalcy in the wake of the massive PATCO firings. But his influence has been strongest in marshaling the divergent forces of the FAA, the Reagan Administration, Congress and aviation organizations to undertake the National Airspace Review and the \$10-billion modernization of the ATC system through the National Airspace System Plan.

Helms wrote Reagan that he had decided early last summer to leave government service no later than February 1984, after the FAA had put together a budget for fiscal 1985. That has been done, but the budget still needs to go through a congressional review—an area where Helms was perhaps most effective. The confidence and aggressiveness he displayed at congressional hearings earned him the respect of the politicians he faced, as well as aviation interests in general.

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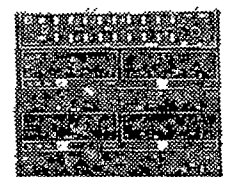
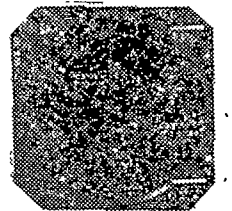
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# Senate stalls FSS closures again

AOPA's call for Congress to support sensible modernization of the flight service station network has resulted in another setback for FAA efforts to emasculate the system.

The U.S. Senate Subcommittee on Transportation put a hold, at least until April 15th, on the agency's efforts to consolidate 250 present FSSs into 61 automated facilities without honoring a mandate to provide equal or better service in the interim.

John L. Baker, AOPA president, commended the action and said, "It is clear that nothing contained in the FAA's recent report changed the mind of Congress, nor did we expect that it would."

Subcommittee members include Senators Mark Andrews (Chairman, R-N.D.), Thad Cochran (R-Miss.), James Abdnor (R-S.D.), Bob Kasten (R-Wis.), Alfonse D'Amato (R-N.Y.), Lawton Chiles (D-Fla.), John Stennis (D-Miss.), Robert Byrd (D-W. Va.), and Tom Eagleton (D-Miss.).

During hearings on the report, AOPA's vice president for legislative affairs, W. Lawrence Graves, charged the FAA with ig-

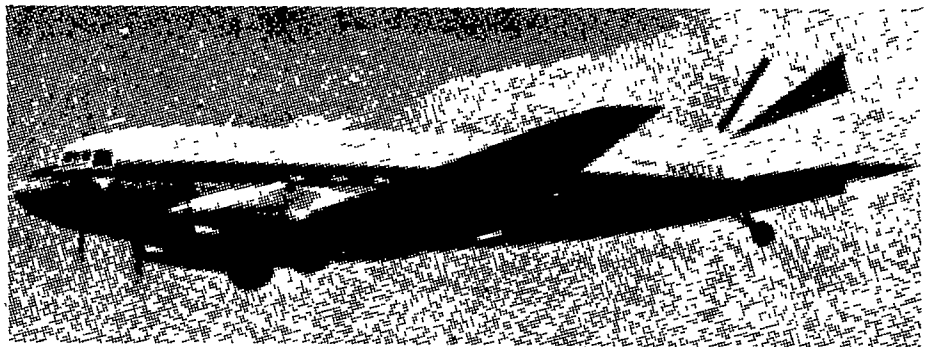
norning aviation safety and utility.

The root of objections by AOPA, many members of Congress, user groups and pilots is the FAA's insistence on closing FSSs and consolidating their services into supposedly "super" facilities years before automated equipment is even ready. Further, the new stations are not being located where they will provide the best aviation service or safety, but where the FAA is offered the best financial deal on the building.

AOPA, along with committees in both the House and Senate, continues to support modernization of the FSS system so long as it does not degrade service of safety. Baker said, "All we want to see is what the FAA originally promised 15 years ago - a modernized system with better service than that provided today and staffed by trained, experienced FSS specialists."

A number of legislators in the U.S. House of Representatives also have supported AOPA efforts to prevent dismantling of the FSS system.

Taken from AOPA Newsletter, January



## Turbine transformation for DC-3

United States Aircraft Corporation has announced a replacement for the Douglas DC-3: a turboprop-powered DC-3. The Burbank, California, modifier has been awarded FAA certification of a Pratt & Whitney PT6A-45R-powered DC-3.

For about \$1.3 million, U.S. Aircraft will replace the Pratt & Whitney or Wright radials on a DC-3 or a Douglas C-47 with 1,198-shp PT6A turboprops and five-blade Hartzell propellers, stretch the fuselage 40 inches forward of the wing, beef up the wing center section, install new wing and horizontal stabilizer tip sections, replace the leading edge of the horizontal stabilizer and refurbish the cockpit. Useful load of the new Turbo Express is 3,500 pounds greater than a standard DC-3. U.S. Aircraft expects to sell the conversion to DC-3 and

C-47 operators in Third World countries, where turbine fuel is more plentiful than avgas, and engine reliability is paramount. Two conversions have been booked by an Alaskan operator and another by a South American aircraft distributor. The government of Columbia is interested in nine Turbo Expresses, contingent on availability of financing.

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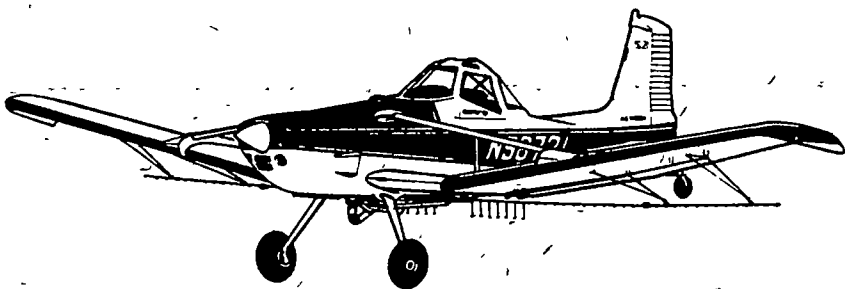
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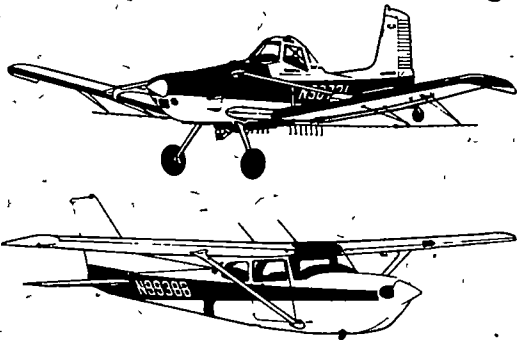


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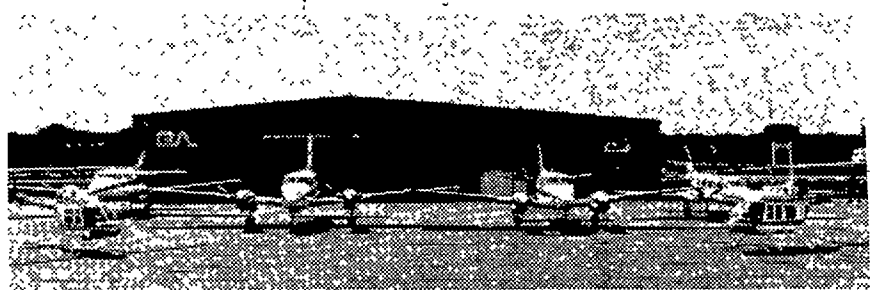


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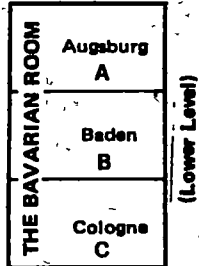
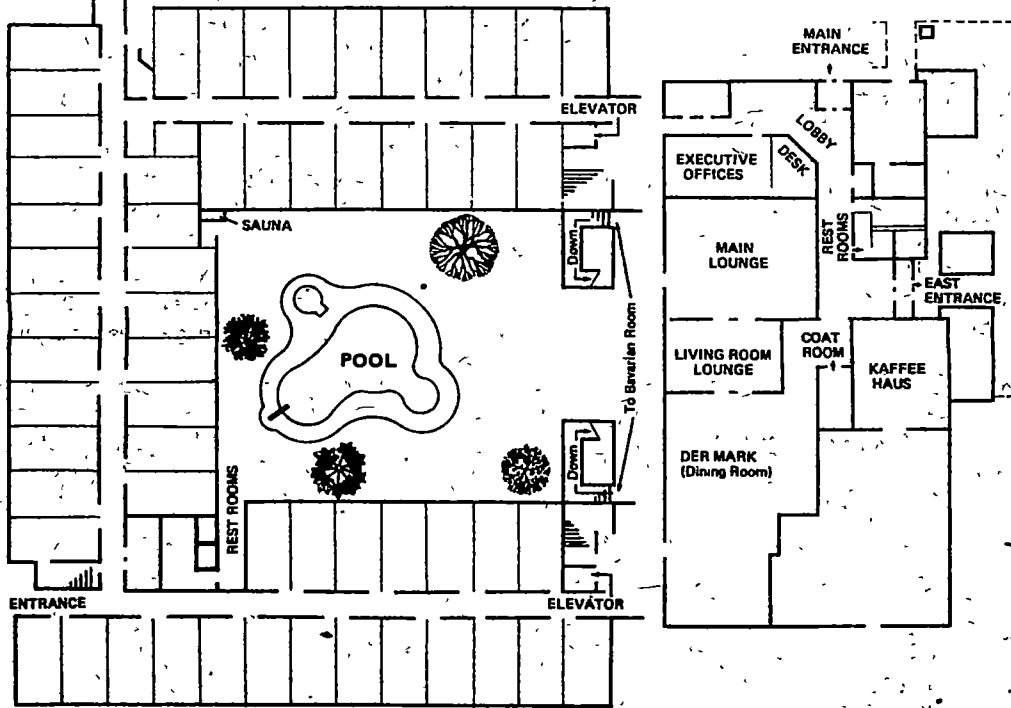
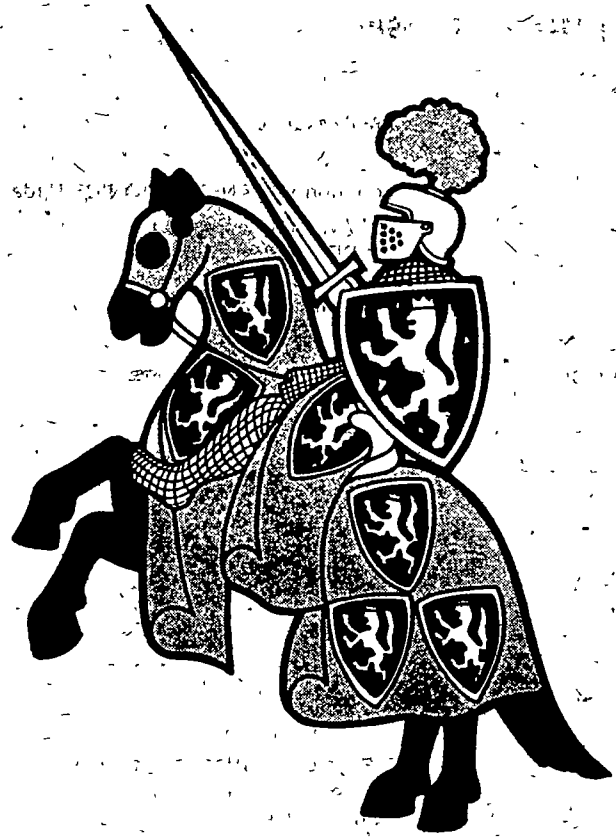
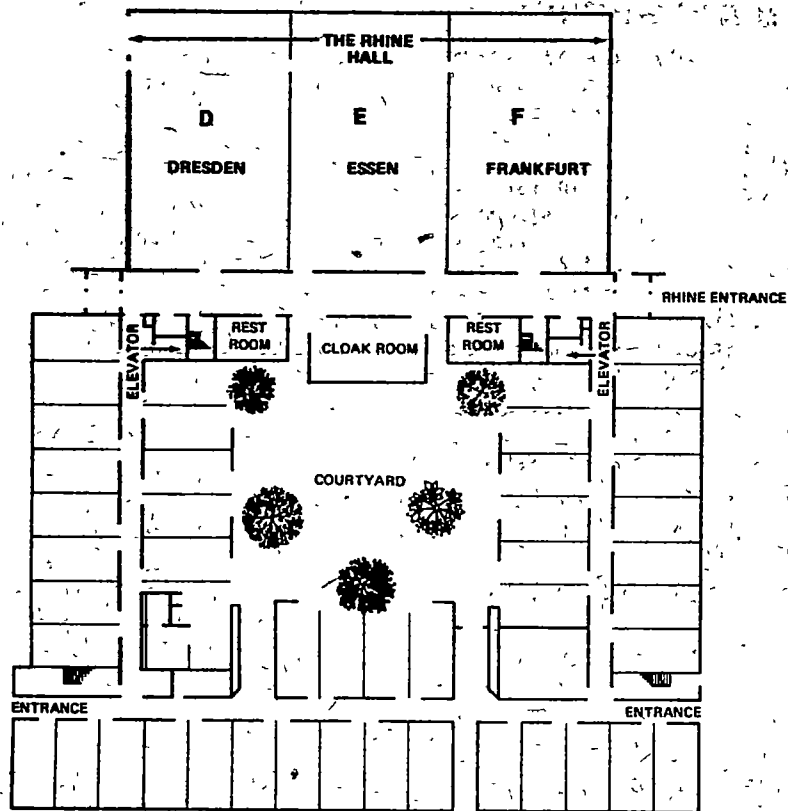
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# NDAC 1984 SEMINAR PROGRAM SCHEDULE

## MONDAY: MARCH 12, 1984

- 7:00 a.m.  
- 12:00 Noon Exhibit Booth Set Up
- 11:00 a.m. ROOM 458 - NDAC Council Meeting
- 12:00 Noon Registration Opens
- 1:00 p.m. ROOM C - NDPA - Introduction LORAN, C. AVIONICS Update
- 2:00 p.m. ROOM C - NDPA, Federal Aviation Regulations (VFR) George Hamman, NDPA  
ROOM F - NDPAMA, Use of Shell Oil, Ben Visser, Engineer Shell Oil - Pilots and Mechanics
- 2:45 - 3:15 Coffee Break, Exhibit Area
- 3:15 p.m. ROOM C - NDPA - Federal Aviation Regulations, (IFR) George Hamman, NDPA
- 4:00 p.m. ROOM F - NDPAMA - Teledyne Continental Motors, Dick Scheffner - Pilots and Mechanics
- 5:00 - 6:00 DINNER ON YOUR OWN
- 6:00 p.m.  
- 7:00 p.m. Social Hour in Display Area - Sponsored by: Exhibitors as listed and NDAC, Ticket & Tab Bar.

## TUESDAY, MARCH 13, 1984

- 7:30 a.m. Registration - Rhine Hall
- 8:00 a.m. ROOM C - NDPA - Pilots Physiology, Alcohol, Drugs and Medication, George Batchelder, NDPA  
ROOM F - NDPAMA - Business Meeting
- 9:00 a.m. ROOM F - Cessna Fuel Capacitance Class  
John Hansen, Ken Davis
- 9:45 - 10:15 Coffee Break - Exhibit Area
- 10:15 a.m. ROOM C - NDPA - Mountain Flying, Don Dubuque, NDPA  
ROOM F - Covington Engines (round), Paul Abbott, Mechanics and Pilots
- 11:00 a.m. ROOM A - NDAA, (11:00 a.m. - 12:30 p.m.)  
North Dakota Aircraft Dealer Registration Requirements and North Dakota Tax Law Changes  
Harold Vavra, North Dakota State Aeronautics  
ROOM B - NDAAA/FAA, Toxic Chemical Safety, Mike Bieriger, Ag Pilots and Mechanics  
ROOM F - NDPAMA - Teledyne Continental Motors, Dick Scheffner, Mechanics
- 12:00 - 1:00 Noon Luncheon and Booth Visitation
- 1:00 p.m. ROOM A - AAND (1:00 - 2:45 p.m.)  
Funding of North Dakota Airport
1. FAA Regional Representatives
  2. ND State Aeronautic Commission, Harold Vavra
  3. City, Township, County, Gary Dittmer
  4. Energy Development Impact Office, August Keller
- ROOM B - NDAAA - Opening Business Meeting  
ROOM C - NDPA - Flight Simulation In General Aviation, Jack Stroube, (Flight Safety International)  
ROOM F - NDPAMA (1:00 - 2:45) Pratt and Whitney, Field Maintenance and Service Bulletin Updates for The PT6A and JT15D Engines, Kurt Hargis and Fletcher Sharp
- ROOM 222 - Cessna - Capacitance Fuel Systems Work Shop (using calibration equipment) Note. All pm on Tuesday and Wednesday. See Instructor, John Hansen for appointment.  
Gary Wilson, Ken Davis and John Hansen  
ROOM 322 - FAA Safety Films and Program, Schedule will be available at FAA exhibit table, Mike Bieriger
- 2:00 p.m. ROOM B - NDAAA - Aerial Applicators Recertification Spray Check Program Calibration, Operation Spray Check, Vern Hoffman, Ext. Ag. Engineer, NDSU  
ROOM C - NDPA, Using Performance Charts, Duane Amann, NDPA
- 2:45 - 3:15 Coffee Break - Exhibit Areas
- 3:15 p.m. ROOM A - AAND (3:15 - 4:45) Maintenance of Airports and Improvements.
1. Lighting: Gayle Gorman, Manairo, Inc.
  2. NAVAIDS: FAA Chicago, Flight Inspection Standard Div.
  3. Seal Coats: Pavement Maintenance Inc., Jamestown
  4. Crack Filling: Zimmerman Contracting Inc., Minot
- 3:15 p.m. ROOM B - NDAAA/AG Recertification Continued NDSU 1984 Insecticide Update and Application Tips Dean McBride, Ext. Entomologist NDSU  
ROOM C - NDPA - Business Meeting  
ROOM F - NDPAMA - Mooney Aircraft Maintenance, Ed Penney  
ROOM 222 - Cessna - Workshop Continued  
ROOM 322 - FAA, Safety Films
- 4:00 p.m. ROOM 254 - NDAA, FAA part 135 Operators, Fargo  
FAA Personnel and Open Discussion
- 4:30 p.m. ROOM B - NDAAA - NDSU Pesticide Safety and Handling, Robert Fanning, Ext. Safety Specialist
- 6:00  
- 7:00 p.m. Social Hour in Display Area, Sponsored by: Exhibitors as listed and NDAC, Ticket & Tab Bar.

## WEDNESDAY, MARCH 14, 1984

- 8:00 a.m. ROOM A - (8:00 - 9:30) AAND - Insurance, Leasing and Taxation, state Grant Applications for Airports
1. Leasing: James Kuchar, Chairman, Devils Lake Airport Authority.
  2. Insurance: Herb Hill Insurance, Bismarck, ND
  3. Taxes: Harold G. Vavra, Bismarck, ND, Commission
  4. Grant Forms: Roger Pfeiffer, ND Aeronautics Commission
- ROOM C - NDPA - Understanding Weight and Balance, Kim Caglia, NDPA  
ROOM F - NDPAMA - Aircraft Tires and Tubes, Tom Enright, Goodyear Aerospace
- 9:00 a.m. ROOM B - NDAAA - Aerial Applicators Recertification Cont Fungicide update 1984 and Application tips, Dr. Art Lamey, Ext. Plant Pathologist  
ROOM C - NDPA - FFA Regulations, Panel Discussion  
ROOM F - NDPAMA - Shell Oil, Ben Visser
- 9:45 - 10:15 Coffee Break - Exhibit Area
- 10:15 a.m. ROOM A - AAND - Business Meeting  
ROOM B - NDAAA
1. Herbicide Update 1984, Ext Weed Specialist or Blake VanderVorst, Area Agronomist
  2. New Pesticide Laws, EPA, Policy and Regulations, Glenn Johnson, ND Dept Agriculture
- ROOM C - NDPA - Insurance and Pilot Liability, Steve Lind, Associated Aviation Underwriters  
ROOM F - NDPAMA - Vacuum Pumps, Mike White, Rapco
- 11:00 a.m. ROOM F - NDAA - Certification Requirements for Air Ambulance Operators: Panel, ADHOC Committee, Governors Health Council Committee
- 12:00  
- 1:00 p.m. Luncheon Break and Booth Visitation
- 1:00 p.m. Spouses Program - Tour - Meet Poolside, Sign up at Registration Table.  
ROOM A - AAND - Community Support and Management
1. Airport Marketing and Service, Bismarck Airport Management
  2. How to Justify Airport in Your City, Dennis Rohlf, Executive Air Taxi
  3. Airport Bonding: Charles Stroup, Union State Bank, Hazen, North Dakota
  4. Manager Responsibilities, Jack Daniels, Manager Williston International Airport
- ROOM B - NDAAA - Final Business Meeting  
ROOM C - NDPA - Using the Automated Flight Service Station, Ron Kreienkamp, Grand Forks FSS  
ROOM F - NDPAMA - Mooney Aircraft Maintenance, Ed Penney  
ROOM 222 - (all pm) Cessna - Capacitance Fuel System Workshop, John Hansen, Gary Wilson, Ken Davis  
ROOM 322 - (all pm) FAA Safety Films - Mike Bieriger, See FAA Booth for film list and times.
- 2:00 p.m. ROOM C - NDPA - Final Business Meeting  
ROOM F - (2:00 - 3:45 p.m.) NDPAMA - Pratt and Whitney, PT6A & JT15D, Field Maintenance and Service Bulletin Update, Kurt Hargis and Fletcher Sharp  
ROOM 222 - Cessna-Workshop Cont.  
ROOM 322 - FAA Films Cont.
- 2:45 - 3:15 Coffee Break, Exhibit Area
- 3:15 p.m. ROOM A - AAND - Airport Layouts and Master Planning
1. Layouts: Velgel Engineers, Bismarck
  2. Airport Project Priorities: Mark Holzer, ND Aeronautics Commission
  3. Master Plans: Monger and Associates, Belgrade, Mt
  4. Selecting a Consultant for FAA Projects: Regional FAA Representative
- 3:15 p.m. ROOM B - NDAA - Final Business Meeting
- 4:00 p.m. ROOM F - NDPAMA - Final Business Meeting
- 5:30 p.m. ROOM 458 - NDAC Council Meeting  
Install New Council Members  
Elect New Chairman
- 6:00 - 7:00 Hospitality, Exhibit Area's, Tab Bar
- 7:00 p.m. BAVARIAN HALL (downstairs - east of pool)  
Banquet - NDAC Sponsored:  
Chairman: Dennis Rohlf  
Speakers: ND Governor Allen Olson  
Mr. Quentin Taylor, FAA, Washington D.C.  
Awards: Association Recognition of Individuals

## THURSDAY, MARCH 15, 1984

- 8:00 a.m. ROOM F - NDPAMA - Champion Spark Plugs  
William Mongold, Stand Fletcher
- 8:50 a.m. ROOM F - NDPAMA - Avco Lycoming - Cliff Patty
- 9:40  
- 10:15 a.m. Coffee Break, Exhibit Area's
- 10:15 a.m. ROOM F - IA - FAA Panel - IA renewal
1. Rich Altendorf
  2. Ralph Braaten
  3. Wes Edwards
  4. Otto Goergen
  5. Robert Odegaard
  6. John White

# FAA flight service site picked

Grand Forks will house North Dakota's only Federal Aviation Administration automated flight service center, which will be one of 61 left in the country by the early 1990s under FAA plans to close 256 centers nationwide, said Rep. Byron Dorgan, D-ND.

There are now 317 FAA automated flight service stations nationwide providing pilots with information, such as weather conditions, and serving as clearing houses for filing flight plans, Dorgan said Wednesday.

In the move to consolidate its operations in North Dakota, the FAA will close stations at Dickin-

son, Jamestown and Minot, Dorgan said.

Morton Edelstein, public affairs officer at the Great Lakes Regional FAA office in Des Plaines, Ill., said he could not confirm the decision. A statement will be issued today on the matter, he said.

The FAA informed Dorgan of the decision to locate the station in Grand Forks on Wednesday afternoon, Dorgan said.

Dickinson, Grand Forks, Jamestown, Minot and Fargo vied for the station after the federal agency said it intended to con-

solidate the North Dakota centers into one station.

"It's a real plus for Grand Forks because this will now allow us to move into, move along with a regional airport concept and to actually be established as the identified flight service station in the state of North Dakota," H.C. "Bud" Wessman, Grand Forks mayor, said.

Wessman said he thought the FAA chose Grand Forks because the city had the largest service center crew - 17 - and because the city had the most flight schedules filed in the state.

Mark Foss, chairman of the airport committee of the Fargo Chamber of Commerce, said he had heard the rumor that the final decision was between Grand Forks and Fargo. He said that the personnel advantage at Grand Forks may have hindered Fargo in the site selection.

In South Dakota, Huron was chosen as the flight service station for the state. The FAA accepted Huron's offer of a building to be leased for \$1 a year for 20 years.

Taken from Forum and Wire Reports, January 12, 1984.

## Rating the business pilot

Is an IFR-rated private pilot who uses an aircraft to make sales calls or visit plant sites engaged in business aviation? Not according to IBAC, the International Business Aviation Council. IBAC, which represents various national business aviation groups, including the National Business Aircraft Association, spent two years attempting to define business aviation. The result is a single paragraph that includes this description of business pilots: "...individuals having at the minimum a valid commercial pilot license with an instrument rating."

The definition is intended to

help IBAC establish closer ties with international organizations such as ICAO, the International Civil Aviation Organization. But as Victor Kayne, secretary general of the International Council of Aircraft Owner and Pilot Associations noted in a letter to IBAC, the requirement for a "valid commercial pilot license" has no foundation in ICAO standards.

The FAA also does not differentiate between business pilots and non-business pilots, and the FAA definition of business or executive aircraft transportation, there is no mention or required pilot ratings.

Taken from AOPA Pilot, February 1984

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## Aviation news briefs

**FEDERAL AV-GAS TAX:** U.S. House of Representatives failed to vote on a change proposed in the federal AV-gas tax that would allow FBO's to purchase Av-gas tax exempt and collect the total 12 cents per gallon federal tax when the fuel is retailed. Currently, FBO's pay nine cents per gallon in taxes when they purchase fuel from the supplier and collect an additional three cents per gallon when they sell it.

**PLAN AHEAD:** Plan ahead on all flights and consider all the factors that are affected by winter-time flying: Snow depth, ice on runways, crosswinds, low visibility in snow flurries, loss of horizontal reference when a cloudy sky meets a snow covered ground, engine start in cold temps, condition of exhaust heater, location of carbon monoxide detectors, personal comfort in flight. Happy winter landings.

**TOP SELLERS:** Of all the turbine powered airliners, the Bo-

ing 727 and the Douglas DC-9 are the worlds best sellers, outnumbering any other aircraft except the Boeing 737 by a wide margin. According to Exxon Corporation's 1983 survey, Boeing has sold 1,626 727's; McDonnell Douglas has sold 1,071 DC-9's; and Boeing 737 whose sales total 975. Other popular models are in descending order of sales:

B-747, 558 units; DeHavilland Twin Otter, 465 units; Fokker/Fairchild F-27, 419 units; B-707, 376 units; DC-10, 346 units, DC-8, 336 units, Airbus A-300, 246 units; Lockheed L-1011, 228 units; Swearingen Metro, 224 units.

**RECRUITING FBO'S:** Federal Express is lining up fixed base operators (FBO's) around the country to provide a feeder service in markets not covered by its current fleet. Federal Express is buying about 30 Cessna Caravan I cargo planes for FBO's to use.

## Large turnout expected at Symposium

BY DOUG KEEN

The first annual NDAC Symposium is expected to have a large turnout. In years past the NDPAMA (Professional Aviation Mechanics Association) has sponsored a Symposium for the mechanics for both North and South Dakota. The response to this convention was very successful. With the formation of the new North Dakota Aviation Council and action as the umbrella for many individual organizations, they have planned a symposium for the entire aviation community of North Dakota. It will have something for everybody. There will be about 60 exhibitors at the symposium.

The mechanics will have their usual seminars and exhibitors plus an AI recertification course put on by the FAA. Ag operators will have special events for their operations. The FAA also is sponsoring some safety seminars for the pilots and the North Dakota Pilots Association is having some special shows for pilots. Also, there will be a simulator for those pilots wanting to get in some instrument time without having to rent an airplane. A new feature this year, and for years to come, will be there for the Airport Authorities and Airport Managers in North Dakota. They will be having special seminars that will deal with how to apply for and receive Federal and State Grants for airport improvements and construction. Also, there will be an engineering firm that will talk on how to design and construct a new airport and how to expand your present one.

The NDAC is trying something new this year. There will be a banquet with guest speakers on Wed.

the 14th of Mar. at the Kirkwood Motor Inn. The scheduled speakers will be Governor Allen Olson and Mr. Quentin Taylor from the FAA in Washington DC. These guest speakers will be talking on Aviation and its future in North Dakota.

Help support aviation in North Dakota. Join one or more of the groups listed in the registration form below. By joining an organization you will help make a strong lobby in the state capital that will directly benefit aviation in North Dakota. Come to the convention and see what is new in aviation. See you at the Symposium.

## Pilot examiner sought

The FAA is seeking qualified pilot applicants for designation as pilot examiners in the Williston and Dickinson areas. Applicants must have a good record as a pilot and be employed in the aviation industry. They must hold a commercial pilot cer-

tificate with an instrument rating and meet other minimum flight experience requirements.

Interested persons should contact the Fargo Flight Standards District Office for more information.

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# Aeronautics Commission's Funds: Where do they come from?

**REVENUE SOURCE:** The Aeronautics Commission's Special Fund receives from the State Tax Department all unclaimed refunds on the 8¢ per gallon state excise tax on aviation gasoline sold in North Dakota, in which no refund of the 8¢ per gallon was claimed by the purchaser with the State Tax Department.

Up to December 31, 1983, the State Tax Department collected and transferred to the Aeronautics Commission's special fund only the aviation gasoline, 8¢ per gallon unclaimed refunds. All aviation jet motor fuel unclaimed refunds for off-highway use were left in the State Highway Distribution Fund for construction of highways, roads and streets.

**JET MOTOR FUEL UNCLAIMED REFUNDS:** Effective January 1, 1984, the State Tax Department will also determine the amount of 8¢ per gallon of unclaimed refunds for off-highway purchases of aviation jet motor fuel by general aviation in pure jet and turbo-prop aircraft, as well as turbine powered helicopters and amounts unclaimed by air carriers.

Prior to January 1, 1984, the State Tax Department did not have a bulk dealer reporting and tax remittance system, which identified aviation jet motor fuel from diesel fuels purchased by trucks and automobiles. The bulk dealers prior to January 1, 1984 combined the gallonage excise taxes collected on aviation jet motor fuel and diesel fuels sold in one lump sum without identity of



HAROLD G. VAVRA

these fuels and remitted these gallonage excise taxes to the State Tax Department. Under that system, the State Tax Department could not determine what remaining tax moneys, after making refunds to aircraft purchasers of jet motor fuels, constituted unclaimed aviation jet motor fuel gallonage taxes. Therefore, in the past years, the unclaimed aviation jet motor fuel refunds remained in the State Highway distribution fund and were used to construct and maintain highways in the state.

**UNCLAIMED REFUNDS, SUBSTANTIAL SUM:** The amount of unclaimed refunds by the purchaser on aviation gasoline at 8¢ per gallon excise tax over the past two calendar years amounted to:

1982 Calendar year ...	\$108,562
1983 Calendar year ...	\$120,904
Aviation gasoline unclaimed refunds ...	\$229,466

These unclaimed user tax refunds are deposited by the

State Tax Department with the State Treasurer, who credits these amounts to the Aeronautics Commission's Special Fund. The unclaimed aviation gasoline user taxes refunds are appropriated by the North Dakota Legislature to pay 70% of all salaries, fringe benefits of the Aeronautics Commission's staff, the Director and members of the Aeronautics Commission also for rent and all operating expenses of the Aeronautics Commission. The N.D. Legislature appropriated 30% of these costs from the State General Fund.

In addition, the unclaimed user tax refunds pays 100% of the cost of improvements and maintenance at airports owned and operated by the Aeronautics Commission which are the International Peace Garden Airport near Dunseith, Border Airport and the cost of construction of a new recreational airport at Riverdale to be owned and built by the Aeronautics Commission in 1984.

**AVIATION GASOLINE:** In an average year there are about 2,500,000 gallons of aviation gasoline sold in North Dakota. The purchaser did not claim the 8¢ per gallon refund on an estimated 1,500,000 gallons in the past year on about 60% of the total gallonage sold in one year in North Dakota. These unclaimed aviation gasoline user gallonage taxes are expended by the Aeronautics Commission for 70% of its total operating expenses and 100% for construction and maintenance of airports owned and operated by the Aeronautics Commission. Therefore, these dollars are very important to the Aeronautics Commission.

**AVIATION JET FUEL:** Annual sales of aviation jet motor fuel in North Dakota (not counting U.S. Air Bases) to the scheduled airlines, commuter air carriers, and general aviation for jet, turbo-prop aircraft and turbo helicopters is about 10,000,000 gallons per year. The scheduled airlines make it a point to claim all refunds on their purchases of

jet motor fuel in North Dakota. It is believed that many jet and turbo-powered general aviation aircraft owners from other states who purchase jet fuel in North Dakota do not claim the 8¢ per gallon refund.

Starting January 1, 1984, the State Tax Department has a new sales record reporting system with the bulk dealers in jet motor fuel so that the Aeronautics Commission will, effective January 1, 1984, be receiving from the State Tax Department, the 8¢ per gallon unclaimed tax refund on jet motor fuel for the first time.

It is estimated that this new source of user tax unclaimed refunds may amount to anywhere from \$50,000 to \$100,000 per year.

## AERONAUTICS COMMISSION MATCHING GRANT:

User tax funds for the Aeronautics Commission's matching grant program for assistance to general aviation public airports is obtained by a 4% excise tax on the sale price of aviation gasoline and jet motor fuel. This tax is not applied at retail, but takes effect when the purchaser of aviation motor fuels makes application for the 8¢ per gallon tax refund on all aviation motor fuels. The State Tax Department, upon receipt of a claim for refund on the 8¢ per gallon user tax, deducts from the refund, a 4% tax on the sale price of the aviation motor fuel tax (original purchase invoices must be submitted to get a refund). Therefore, the 4% excise tax is deducted from the 8¢ per gallon tax which in turn reduces the refund to the claimant.

At many North Dakota airports, aviation gasoline retails between \$1.85 to \$2.00 per gallon, which includes the 8¢ per gallon state tax. When the purchaser makes application to the State Tax Department for a refund of the 8¢ per gallon tax and when the tax department deducts 4% of the sale price of \$2.00, which equals 8¢ per gallon, then the purchaser would receive no refund because

Continued On Page 11

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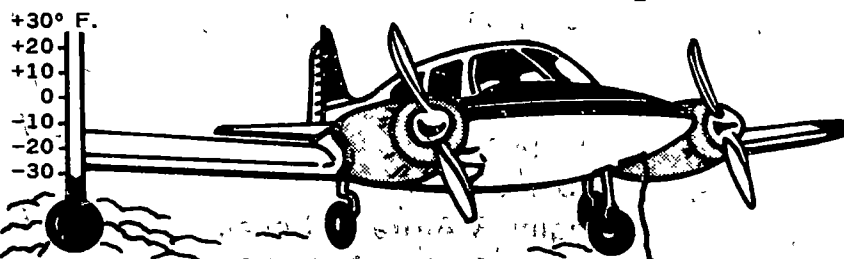
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# Aviation Council well received

BY GORDON PERSON

As present chairman of the NDAC, I am pleased to report the progress to date since the first thoughts of the Umbrella group at the 1983 NDAA Meeting last January, and now just approaching the 1984 Convention, alot has taken place.

The council was officially formed in March of 1983 with 3 groups participating, NDAA, NDAAA, and NDPAMA. The constitution and by-laws were approved and adopted, now to be reviewed and accepted by each member organization. The structure of the council consists of two representatives elected from their own organization at large, and also one candidate from each organization for the position of Chairman for the next year. The new Council Members will then vote and select a new Chairman for 1984 - 85.

In May of 1983, NDPA (North Dakota Pilots Association) was organized and submitted paperwork for acceptance into NDAC. They presently have a membership of 65. They have prepared an excellent program for the seminar and also plan on having a Flight Simulator set up for pilots desiring some simulator time.

In November the Airport Authority members from around

the state met and formed the new AAND (Airport Association of North Dakota). They have been busy since and have an extensive program set for the March 12 - 15 Aviation Symposium. The other three groups, NDAA, NDAAA and NDPAMA also have scheduled their usual informative and safety programs.

In December and January the NDAC Council set convention plans into motion and now the program has been completed and is in the center-fold of this issue of the Beacon. At this time we have 70 Exhibitors, 67 Speakers, programs for five different Aviation Organizations, all happening in the same facility at the same time! These organizations have a membership of about 300 people in North Dakota, but we have a potential of about 4,000 members if all of the aviation people became active. Lets support your Interest group and we will see General Aviation continue to grow in North Dakota.

It has been a great year seeing all of this evolve as projected. I wish to thank each Council Member for the work they have done, without these people a convention such as this wouldn't happen.

Gordon W. Person

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## Commission Funds Continued From Page 10

4% of the purchase price tax balances out of the 8¢ per gallon refund.

In the event the purchaser of either aviation gasoline or jet motor fuel does not claim a refund, then the Aeronautics Commission receives the full 8¢ a gallon to its "special fund" from the State Tax Department. This has always been true for aviation gasoline, but only became effective on January 1, 1984, for the 8¢ per gallon state tax on jet motor fuel.

**AERONAUTICS COMMISSION'S MATCHING GRANT-AID:** In the 1983 calendar year, the Aeronautics Commission made cash payments of \$569,647 as matching payments for specific general aviation improvements at 36 airports in 26 counties or half of the counties in North Dakota. Each of the 36 sponsors of the improvements had to pay at least 50% of the cost. This program therefore involved total general aviation improvements of \$1,140,000 through

out the state. These state funds were generated by a 4% excise tax on the sales price of aviation motor fuels.

**WHO PAYS THE 4% EXCISE TAX:** In 1981 calendar year, the 4% excise tax on the sales price of aviation motor fuels generated revenue of \$595,585 of which general aviation paid 15% of the total on purchases of aviation gasoline and the airlines and turbo-powered general aviation aircraft owners paid 85% of the total.

In 1982 calendar year, the 4% excise tax generated total revenue of \$539,790 of which general aviation paid 28% of the total in purchase of aviation gasoline while the jet fuel users paid 72% of the total tax.

In 1983 calendar year, the 4% excise generated total revenue of \$411,492 of which general aviation paid 19% of the total in the purchase of aviation gasoline and the jet fuel users paid 81% of the total tax.

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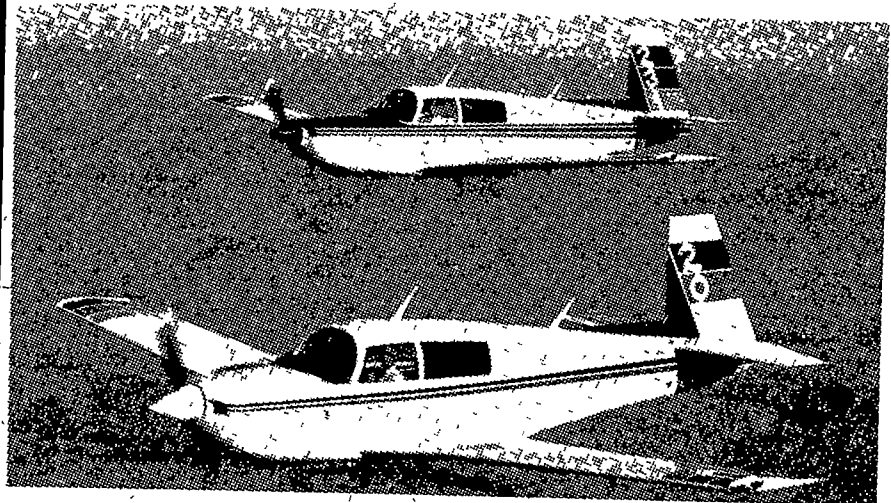
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# Want Ads

CLASSIFIED RATES: 50¢ per word, \$10 minimum. Send all ads for classified to: ND Beacon, 411 Shirley Street, Bismarck, North Dakota 58501. Checks or money order must accompany ad.

**WANTED:** Selective Student Projects for recovering and refurbishing; also engine overhauls, contact: Dakota Aero Tech, Box 5534, Fargo, ND 58105. 701/237-5305.

**FOR SALE:** 1975 Cessna Ag-Truck. Call Finley Flying Service, Rugby, ND 776-5171.

**WANTED:** Cartoonist for ND Beacon. Call Doug Keen, 258-5556.

## February 10th air race postponed

When you give the weather a chance to mess up something it will. The scheduled air race for Feb. 10th was postponed due to bad weather.

The rain date for the race is now Feb. 24th so if there were any of you that couldn't make it for the first date and you want to get in on the race now is the time to

do it. Just call Dean Warinner at the Dickinson Flying Club, (701) 227-0084 to enter the race for the Feb. 24th date.

Everything will be the same as the original trip and the prizes are still as good including the money. For more details see last months issue or call Dean Warinner.

## Military cites mid-air threat

To hear them tell it, military pilots get lots of opportunities to holler "Bandit at 12 o'clock," even when the "bandit" is a light general aviation aircraft. Military pilots are complaining that near-miss reports involving general aviation aircraft near military installations and in special-use airspace are on the rise. However, the FAA and NASA, which collects near-miss reports through the Aviation Safety Reporting System, dispute the military's claims.

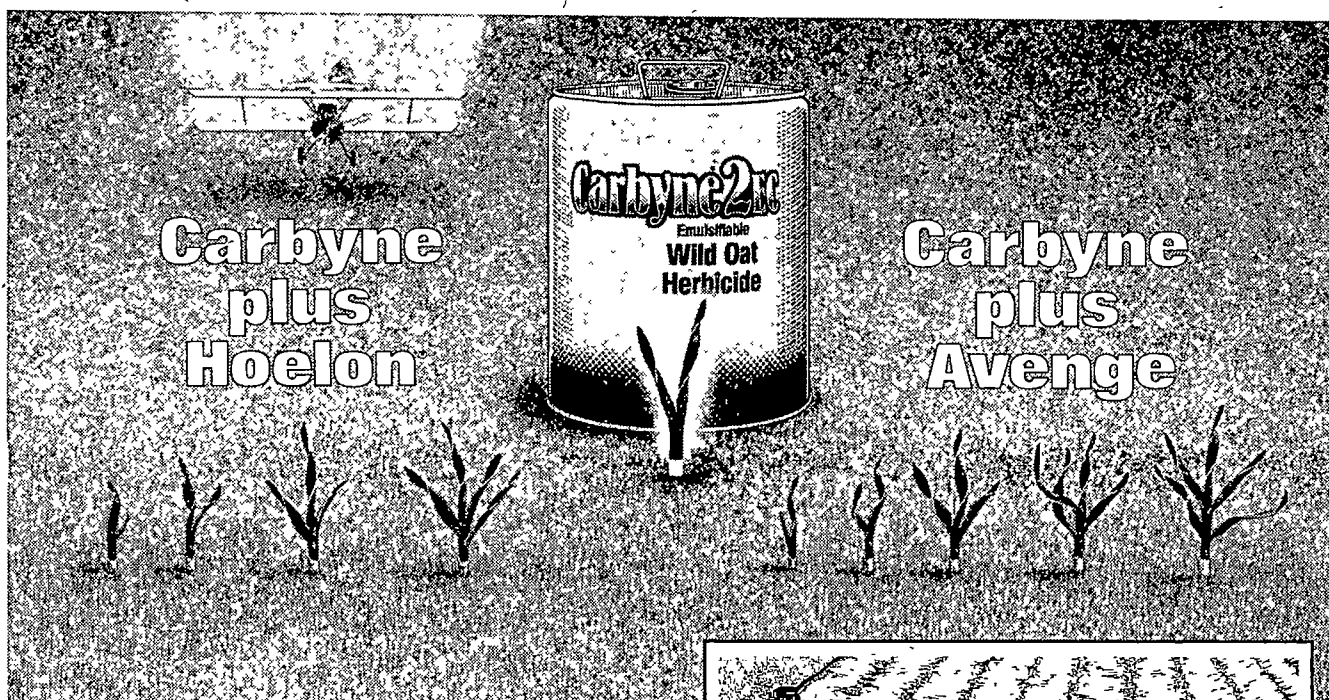
Regardless, the problem of airspace conflicts between general aviation and the military led to the staging of a midair avoidance conference, held last November at the U.S. Naval Safety Center in Norfolk, Virginia.

John J. Sheehan, AOPA's airman department director and representative at the conference, reported that Navy near-miss hot

spots include naval air stations at Willow Grove, north of Philadelphia; Moffett Field, south of San Francisco; El Toro, north of San Diego; and Corpus Christi, Texas. The Navy hopes to reduce the number of conflicts by conducting education programs for local civilian pilots, but there are also efforts by the Navy to expand and segment airport traffic areas and modify terminal radar service areas.

The Navy also is advocating that its commands get tough on reporting airspace incursions by civil aircraft to the FAA, Sheehan said. At Patuxent River, Maryland, and Willow Grove, Navy controllers are radar tracking aircraft suspected of entering restricted airspace, then handing them off to FAA controllers who note the destinations. "N" numbers are recorded for the benefit of FAA inspectors.

Sheehan spoke at the conference and pointed out that special-use airspace and military training routes have proliferated in recent years. He noted also that general aviation pilots believe the military uses its special airspace inefficiently.

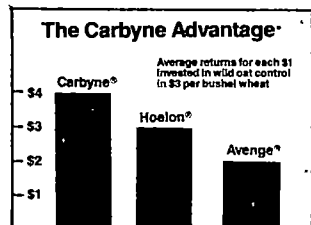


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This year, more than ever, Carbyne® 2EC herbicide gives you the best return on investment from wild oat control. Because this year there are two new tank-mixes with Carbyne. These combinations cut your cost of wild oat control and open the application window clear up to the four- or five-leaf stage of wild oat.

Take a close look at your wild oat control options this season:

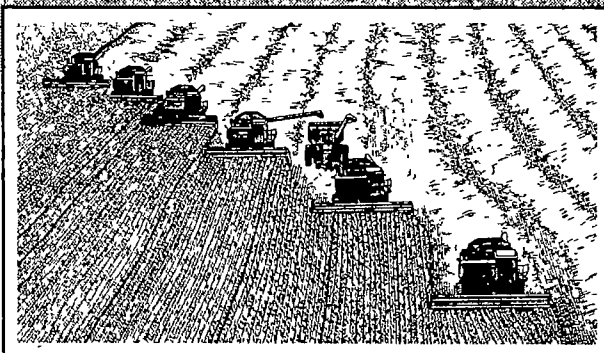
**Use Carbyne at the two-leaf stage.** This is your best choice for lowest cost wild oat control. This is the treatment that can return you up to twice as much as other post-emergence treatments (chart) for every \$1 you invest in wild oat control in wheat. And your initial application cost is up to \$6 less than other single post-emergence herbicides, too.



**Tank mix Carbyne with Hoelon.** Where you have heavy wild oat infestations with multiple flushes — or where weather keeps you out of the field at the two-leaf stage — you can still get excellent wild oat control at a cost-effective price. Tank mix Carbyne with Hoelon (see the label for recommended rates) and you can control wild oat from the 1½-leaf stage clear through the 4-leaf stage.

You'll still save. Cost for this brand new tank-mix treatment is up to \$3 less than Hoelon applied alone, and the wild oat control is equally good.

\*Montana State University Data, 1982



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