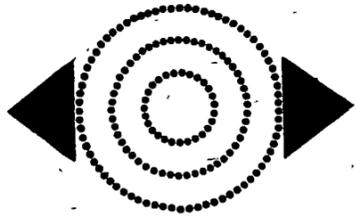


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Volume 2 Number 1

January 15, 1984

What happened last year

JANUARY...

CAB in Washington, D.C. meets to discuss airline service for N.D. cities of Devils Lake, Jamestown, and Williston...U.S. Senator Mark Andrews and N.D. Aeronautics Commissioner Director Harold Vavra point out deregulation causing higher air fares of N.D. cities...Republic prop-jet slid off icy runway in Brainerd, Minnesota causing one fatality...Governor's proposal cuts of one-third to airports revealed in Legislative budget...CAB ruling hurts Devils Lake and Jamestown resulting in eliminating Bismarck as a hub service point for subsidy...UND aviation student dies in helicopter crash near Sisseton, S.D...Grand Forks Air Force Base gets nuclear weapons system...Northern Airways, Inc., of Grand Forks starts commuter service between Bismarck and Grand Forks...FAA announces grant agreements for fiscal 1982 for N.D. communities; largest grant of 2.6 million allocated to Grand Forks International Airport for parallel runway...Big Sky trims Bismarck-Minneapolis weekend flights...Frontier union balks at pay cut plan...major reorganization of N.D. Aviation Association takes place at annual convention.

FEBRUARY...

Bowman Airport Authority met with FAA and NDAC for discussion of airport expansion plans...N.D. senate panel gives cool reception to proposed airport mill levy cut...Lt. Col. Thomas A. Dahle, Bismarck, named to head N.D. Department of CAP...Washburn Airport Authority has engineer study to analyze airport expansion...staffing shortage reduces Dickinson FSS hours...Beulah Airport Authority reviews hangar plans...Pioneer and Frontier Airlines establish joint marketing program.

MARCH...

Aviation Mechanics Seminar held in Bismarck...National Transportation Safety Board Chairman suggests FAA slow down its push to lift restrictions on air traffic at 20 major airports...re-certification course for aerial applicators held across N.D...Grand Forks Air Force Base B-52 burns costing nearly \$15 million... Fargo airport business rises...new Air Traffic Manager Jack Smith, Jr., arrives in Bismarck...David Aukes, Executive Aviation, Bismarck, receives Aviation Maintenance Safety Award...airlines study fare basing on mileage flown...N.D. Legislature recommends common useage of state aircraft, in-

creases mechanics, airmen and aircraft registration fees, establishes excise tax on aircraft, dealers license, township mill levy clarification for airports and amendments to airport bonding...Big Sky and Northern Airlines submit bids for airline subsidy to Devils Lake...N.D. Aviation Council held first meeting in Bismarck, Chaired by Dennis Rohlf.

APRIL...

UND Student Aviation Management Association sponsors "Aerospace Weekend"...EAA Chapter 380 out of Grand Forks installs compass rose on Grafton Airport...Insurers to pay \$10 million in Air Florida jet crash in the Potomac River last year...Downey, California Police Department uses ultralights to patrol community...Challenger, Ship No. 2 in America's Spacefaring Fleet, came home after a flight of 2.1 million miles...Fargo Airport Authority okays airport remodeling of lounge...Republic suspends two pilots over DC-9 flight error...Governor signs HB106 funding the operating of State Aeronautics Commission and provides aid to N.D. Public airports on line TV broadcast.

MAY...

N.D. Pilots Association formed and open to any pilot residing in N.D...Spruce Goose, the world's largest airplane, goes on display at Long Beach, California...Williston's Sloulin Field International "Aviation Day" re-dedication fly-in airshow held...May 15-21 is National Transportation Week...Negotiations are stalled between Republic and it's mechanics union...Governor Allen I. Olson and John Odegard, UND Aviation head travel to Morocco to firm up a project on weather modification research...Northwest and Frontier alter schedules on flights...N.D. Aeronautics Commission awards grants to 17 airports for \$360,962 in allocation...Mesaba Airlines reports profit year in S.D. commuter services...Fargo Airport Authority offers FAA \$100,000 toward expenses the FAA would incur in establishing the automated flight service station if chosen as the location...Canadian Snowbird precision flying team makes Bismarck stop...Rolette seals runway cracks...N.D. Aircraft registration deadline occurs...Mesaba Airlines makes late bid to serve Devils Lake and Jamestown with CAB...FAA allocates major general aviation grants to Watford City (\$594,000) and Mandan (\$246,110) for runway extensions.

JUNE...

Oakes fly-in and hangar dedication held...Big Sky reports first profitable month (April) since October 1982...Pioneer 10 satellite goes beyond farthest known planets...Air Canada flight rescued by controller at Cincinnati Airport...Western Airlines 727 had to veer at Minneapolis to avoid helicopter following President Reagan's motorcade...America's first lady astronaut Sally Ride and four male companions take Challenger voyage...Legislative panel eyes revenue plans for N.D. airports...Big Sky pulls bid for CAB subsidy route to Devils Lake...Valley City sponsors centennial fly-in breakfast and air show...Republic and mechanics strike averted...U.S. Air Force Base at Minot and Grand Forks participate in major training exercises...Idaho man injured in aircraft crash southeast of Jamestown...Northwest announces 40% reduction in some airfares for N.D. Cities...Plane crash claims two Fargo men...Republic matches fare cuts of Northwest...Valley City installs NDB...Langdon airport does seal coat...Northern Airway, Inc., Grand Forks, has fly-in breakfast...Stanley Airport overlays airport runway...FAA AIP funds released to Bismarck (\$800,000), Dickinson (\$280,000) and Williston (\$60,000)...Jamestown FSS again operates on a 24-hour day...Carrington sponsors "Bob Hoover" air show.

JULY...

Breckenridge-Wahpeton board met with FAA, ND Aeronautics Commission and Minnesota DOT to discuss airport plans...Lidgerwood new airport under construction...N.D. Aeronautics Commission mails out over 3,000 airmen and mechanics registrations...Pan-Am jetliner hijacked to Havana...Red Baron Piz-za pilot flying a bi-plane visits Bismarck...Federal legislation contained directives prohibiting FSS closures nationwide prior to submission of a 3-year plan...Northern Airway and Northwest reach joint fares agreement...Grand Forks ranks 17th in nation in general aviation operations...Alert travelers stop hijacker of Northwest flight...Republic seeks worker wage cuts...UND Center of Aerospace Sciences received \$572,955 for weather modification project from Dept. of Interior's Bureau of Reclamation...Big Sky studies Fargo-Bismarck flight...Air Canadian jet makes emergency landing at abandoned military airstrip at Gimli, Manitoba...Fargo Airport Authority reviews Fargo terminal plans...Legislation may delay selection of the super FSS location in N.D...Devils Lake City Commission supports Mesaba bid for air service.

LAST YEAR
Page 4

Air race set

The Dickinson Flying Club, along with the Cactus Pete Hotel and Casino in Jackpot, Nevada, are sponsoring a handicapped air race on the 10th of Feb. Cactus Pete's and Dickinson Flying Club have put up over \$1000 in cash prizes and many other awards for the race.

Two courses have been chosen for the race. One route is a direct route from Dickinson to Jack Pot. Total distance is 580 NM with no fuel stops. The other route is 671 NM that runs from Dickinson to Billings then to Livingston, Bozeman, Ennis, Idaho Falls, Burley, and finally Jack Pot. The last route will have two fuel stops.

The handicap is based on how will you plan your cross country. The judges will be looking at two things. First will be the true airspeed you have selected. The

second will be the fuel consumption for the flight and how it compares with your flight plan. The plan should be worked up on the basis of 65% BHP at sea level. All the plans are on your aircraft or the aircraft you decide to use. No one aircraft will have an advantage over another.

After the race, there will be a cocktail party at 5:00 pm and dinner show at Cactus Pete's for the participants in the race. This will also include any navigators and passengers. Entry fee for the race is \$50 plus room and dinner. The rooms are under \$40 and the dinner will be about \$10 per person. Entry deadline is Jan. 25th, so hurry and join in on the fun. For further details and entry forms call the Dickinson Flying Club at 1-701-227-0084 and ask for Dean Warinner.

Editorial ND Aviation has new laws

The 1982-1983 Legislature designed, wrote, introduced and passed a law regulating aircraft dealers in North Dakota. The new law was written because of some problems with an old law. The law in question was on how taxes were collected on the sale of aircraft. You might well ask, "What does a law dealing with aircraft dealers have to do with collecting sales tax on the sale of an aircraft?" Good question! A second law was written that dealt with the taxing of aircraft sales. We don't question the need to rewrite the old tax law and the need for a new law regulating the aircraft dealers. What we do question is the haste in which the new laws were written and enacted.

After reading the new law regulating the aircraft dealers we spent some time in the Supreme Court Library at the State Capital reviewing the laws of both South Dakota and Montana. We were told that the laws were designed after South Dakota's Laws. What we found is that North Dakota has the stiffest laws governing aircraft dealers of the three states. One other point, the laws governing aircraft dealers in North

Dakota are stiffer than the laws governing motor vehicle dealers in this state.

We believe that laws should be written and enacted to protect the public. It appears to us that in their haste the legislature has written a law that not only does not protect the public but discourages competition in this area. As we read the law, it makes it very difficult to start an aircraft dealership and is very restrictive as to where it can start. Not only that, it also will have the tendency to force some people out of business that have been very successful. If they are not forced out of business they will be forced to increase their overhead which will naturally increase the cost of buying an aircraft from them. This, to us, smacks of elimination or restricting of competition.

We sincerely hope the next legislative session address itself to the inadequacy of this law. We also hope that it will ask for input from the entire aviation community before it takes any further action. If you are going to regulate us please try to regulate fairly.

Next month we will address the new law on taxing aircraft sales.

1984 brings new registration law

North Dakota State Laws effective January 1, 1984 increase aircraft registration fees 50 percent. Also beginning on January 1, 1984, state law require the registration of ultralight vehicles for the first time.

The basic annual 1984 aircraft and ultralight vehicle registration fees are reduced 10 percent per year, depending on the year of manufacture until the fee reaches an amount equal to 50 percent of the initial new registration fee for each type of aircraft or ultralight vehicle.

For example, 1980 year of manufacture Cessna 152 with a maximum gross take-off weight of 1,675 lbs. in 1984 will register for \$20.00 compared with a fee of \$13.50 in the year 1983 for this aircraft. A 1984 year of manufacture of a Cessna 152 will carry a state registration fee of \$34.00 compared with a 1983 fee for a new Cessna 152 of \$22.50.

A 1980 year Cessna 172 which has a maximum gross weight of 2,307 lbs. in 1984 will carry an annual state registration fee of \$27.00 compared with \$18.00 for the same year of aircraft registered in 1983.

A 1980 year of manufacture ultralight vehicle with an empty weight of 254 pounds or less will register in 1984 at a fee of \$6.00. A 1984 year of manufacture ultralight vehicle will register in 1984 at an annual fee of \$10.00.

State aircraft register fees from 1947 through 1983, a period of 36 years, have not been increased until the new 1984 fees were set by the 1983 Session of the North Dakota Legislature.

The State law requires that the Aeronautics Commission at the end of a registration year to pay 75 percent of the total registration collections to the County Treasurer in which the aircraft or ultralight vehicle is based and the County Treasurer shall remit these funds to the publicly owned or operated airports in the county to be used for airport maintenance or improvements.

New 1984 year aircraft registration application forms for 1984 registration will be mailed in late February, 1984 to the 1,875 aircraft owners who registered in 1983. Application forms for 1984 registration of ultralight vehicles will also be available in late February, 1984.

PPTV Ground School

The North Dakota Pilots Association is sponsoring, "An Invitation to Fly", a private pilot ground school, to be aired on Prairie Public Television. The course consists of 30 half-hour programs to be broadcast beginning January 31st and continuing for 15 weeks on Tuesday and Wednesday evenings 10:00 to 10:30 p.m.

Individuals watching the program and completing the required course material will be eligible to take the FAA (Federal Aviation Administration) private pilot written exam. Books can be ordered through several university bookstores around the state. The course may also be taken for col-

lege credit by contacting the office headquarters at N.D. toll free number 1-800-342-8230.

This course was run last fall on Prairie Public T.V. with over 400 student pilots participating along with many certified pilots watching for review. This is an excellent opportunity for student pilots to complete their ground school and for licensed pilots to do some reviewing.

For further information regarding the ground school, its course content and materials, please contact the President of the North Dakota Pilots Association, Don Dubuque, Route 2, Box 74B, Grand Forks, ND 58201.

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Aviation operations using automotive fuel

While many privately owned aircraft still use 80/87 octane aviation fuel, there is a decreasing availability of this fuel. Therefore, many general aviation pilots are looking with increasing interest at the possible use of automotive fuel in their aircraft.

The use of any type fuel other than that for which the aircraft and engine were originally certificated is not approved unless a Supplemental Type Certificate has been issued for that aircraft authorizing an alternative fuel. STC's are currently available for Cessna 120, 140, 150, 180 and 182 model aircraft with Continental A-40 thru 0-200 series engines and 0-470 series engines installed. STC's are also available for Beech 18, DeHavilland DHC-2, North American AT-6 and several agricultural aircraft utilizing Pratt & Whitney R-985 and R-1340 engines. Some of these STC's are available through the Experimental Aircraft Association, who may be contacted for further information. These STC's authorize the use of unleaded automotive fuel with a minimum antiknock index of 87 as per ASTM Specification D-439. The STC places the responsibility on the pilot to ensure that the unleaded automotive fuel meets these minimum standards.

Peterson Aviation of Minden, Nebraska has received FAA approval to operate certain aircraft and engines using leaded automotive fuel. These engines

were previously STC'd to use unleaded automotive fuel. Aircraft with installed engines other than those shown on the type certification sheets are not eligible to use automotive fuel unless a specific STC has been issued for that engine-aircraft combination.

You will need the assistance of a certificated mechanic and IA or a Certificated Repair Station to complete the necessary requirements to gain an STC approval for your aircraft.

Certain safety precautions must be observed concerning engine operation using automotive fuel. One such precaution is to avoid abrupt throttle movements. Another prime concern is the problem of fuel contamination, as many refueling operations using automotive fuel involve the use of portable containers. This type of refueling operation increases the risk of contaminating the fuel system. It is suggested that you use a funnel with a very fine wire mesh screen together with a chamois. Also, keeping the fuel tanks full will help eliminate the problem of condensation in fuel systems.

In the interest of public safety, passenger carrying operations under FAR Part 135 are not permitted when using any type of automotive fuel. STC's authorizing the use of automotive fuel can be issued only for personal/pleasure flight operations.

Jon N. Harty joins Northern Airways

Mr. Jon N. Harty has been elected President and Chief Executive Officer of Northern Airways, Inc., Grand Forks, North Dakota. Harty succeeds David A. Vaaler, who has been named Chairman of this general aviation company.

Harty's background in the aviation industry includes a 25-year career with Republic Airlines, where he held various executive positions in sales, marketing and regulatory affairs. He most recently was Chairman and Chief Executive Officer of Four Lakes Aviation in Madison, Wisconsin.

"The reorganization of the Northern Airways management team is part of our overall plan to develop an intra-state commuter airline serving the major cities of North Dakota", said Mr. Vaaler. "Harty's extensive experience in the aviation industry, particularly in scheduled airline service, makes him a valuable addition to Northern Airways. We expect his knowledge to be invaluable in the success of our future programs", Mr. Vaaler added.

"Our plans call for the development of Northern Airways into a premium general aviation company", said Harty, "and to provide the finest commuter airline service to the people of the Upper Midwest."

In addition to Vaaler and Harty,



JON N. HARTY
Northern Airways

company officials include: Orvis N. Kloster, Vice-President; Steven McCormick, Secretary; Casey Vilandre, Treasurer, and Directors Dr. Brian T. Briggs, Owen Konkven, David A. Ramage and Thomas W. Ryan, Sr.

Northern Airways is an aviation company involved in charter service, pilot training, aircraft sales, maintenance and commuter service between Grand Forks and Bismarck, North Dakota.

Wahpeton - Breckenridge fueling over joint airport pact

The Wahpeton ND City Council said it wants to terminate the joint airport authority agreement it has had with Breckenridge, Minn., since 1968 and take over operation of the airport to eliminate the red tape involved in dealing with two cities and two states.

However, that decision has raised the hackles of some members of the joint airport authority, and it may have brought some other problems to the surface.

In a lengthy letter to the editor of the Wahpeton Daily News, the three Breckenridge members of the joint airport authority blasted the Breckenridge City Council for lack of action on a proposed name change for the airport. The facility currently is known as the

Breckenridge-Wahpeton Interstate Airport.

The name change is necessary, Wahpeton officials say, for the airport authority to receive a \$200,000 bequest from Harry Stern, a Wahpeton businessman who died in 1980. Stern's will specified the airport must be called the Harry Stern Airport.

The Wahpeton City Council has approved a proposed change to the Breckenridge-Wahpeton Harry Stern Airport, but the Breckenridge City Council hasn't taken any action on the proposal.

"It's indeed a sad day when years of cooperation on a joint airport is flushed down the drain by

AIRPORT PACT
Page 6

Aviation facts & figures

FAA Great Lakes Region December 31, 1983				
	Active GA Aircraft	Active Pilots	Per Aircraft	GA Aircraft per 10,000 Population
Illinois	9,580	31,968	3.3	8.4
Indiana	4,915	13,639	2.8	9.0
Michigan	8,324	22,364	2.7	9.0
Minnesota	5,923	17,841	3.0	14.7
North Dakota	1,888	3,879	2.1	28.7
Ohio	9,186	26,300	2.9	8.5
South Dakota	1,682	3,438	2.0	24.5
Wisconsin	4,778	13,800	2.9	10.1
Great Lakes Region Total	46,276	133,229	2.9	--
U.S. Total	256,581	747,357	2.9	11.2

Source: Census of U.S. Civil Aircraft, Calendar Year 1983, FAA, U.S. DOT

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Airport authorities and managers organize

November 9, Bismarck...The airport managers and authorities met today to organize into a unified group. They will become one of many organizations that will fall under the recently formed umbrella organization called the North Dakota Aviation Council. According to Harold Vavra, Director of the North Dakota Aeronautics Commission, there are 450 people active in 90 different airport authorities in the state. This is a very large group that wants to be established as a strong voice in the state legislature.

Officers were elected for the various post to be filled for the organization. Morrie Thingsted of West Fargo, President, Bill Kuehn of Parshall, Vice Pres., Jerry Jaeger of Hazen, Sec., and Kevin Christ of Bismarck, Tres.. Along with the four officers elected there were four district positions to be filled. From Dist. #1 NW Clint Peterson of Minot, Dist. #2 NE Dean Bennet from Harvey, Dist. #3 SW Dick Prchal from Dickinson, and Dist. #4 SE Dennis Grinacher from Kindred. As this reporter understands these people will serve until the March symposium at which time new officers will be elected. There is one officer that is not on the present board and will not be there until a new group of officers is elected. The odd position will be filled by the past President according to the By-Laws.

Dues were established at \$25 per year for each authorities and managers group. This will stay in effect until the election of officers in 1985. The new By-Laws were read and amended then a motion was made to adopt the new By-Laws as ammended and seconded. The motion was passed unanimously.

Among the many goals of the organization are to promote, develop and improve sound financial structure economically strong in community support. Others are to coordinate and cooperate with other members of the association, with state and federal aviation agencies in planning, improving and protecting existing airports and navigational facilities within the state. Promote and improve existing air carriers commuter, and air taxi service in the state.

Some of the ideas that come out of the first board meeting, which was held just after the organizational meeting, for future seminars were in the areas of, how to apply for FAA and state grants, some interest was given to having an engineer or a construction firm talk to the group on crack filling and seal coats for runways. Airport layout and design and land acquisition was another topic the most board members thought would be of importance to the other members of the Airport Association.

Aircraft registration growing

North Dakota registrations of general aviation aircraft and helicopters in 1983 hit an all time high, according to Harold G. Vavra, Director of the North Dakota Aeronautics Commission.

The Aeronautics Commission registered a total of 1,879 aircraft and helicopters in 1983 calendar year compared with 1,815 in 1982, an increase of 3.5 percent, Vavra said.

Aircraft owners in ten counties registered 1,078 aircraft or 58 percent of the total in all of North Dakota.

The top ten counties with the number of airplanes and percent of the state total follow:

County	County Seat	Number of Aircraft	Percent of State Total
Cass	Fargo	247	13%
Grand Forks	Grand Forks	183	10%
Ward	Minot	139	8%
Williams	Williston	131	7%
Burleigh	Bismarck	125	7%
Richland	Wahpeton	67	4%
Stutsman	Jamestown	60	3%
Pembina	Cavalier	45	2%
Dickey	Ellendale	41	2%
McLean	Washburn	40	2%
Totals		1,078	58%

Last year

(continued from page 1)

AUGUST...

FAA 1984 fiscal funding bill passes...Plane crashes and kills 11 skydivers at Stonewall, Washington...Northwest pilots narrowly approve company offer...Big Sky and Northwest reach joint fare partnership...Passengers again foil Pan-Am hijacking...Fargo Airport Authority vote for new terminal site...Nation's eight largest airline, Continental suspends service to 17 cities due to machinist strike...Northwest reports \$14 million profit for second quarter of 1983...Republic Chief Daniel May discusses airline's woes...Northwest, Frontier, and Republic protest state tax assessments...Cass County Commission consider mill levy to support airport...Glen Ullin airport paved...Northwest 727 blown off runway at Grand Forks due to severe storms...Hazen Airport finishes paving of runway.

SEPTEMBER...

Bismarck opens bids on new terminal building...South Korean 747 shot down by Russian missile...Zoning change request ok at Casselton for new airport site...Fargo receives FAA (AIP) grant of \$2,533,394 for west side terminal...Ashley paves 4200' x 60' runway, taxiway and apron...North Dakota Flying Farmers Association convention held at Fargo...Prairie Public TV offers private pilot ground school telecast for 15 weeks...Big Sky plans to develop Billings as its flight hub...Mesaba Airlines has been awarded by CAB the Devils Lake and Jamestown bid for essential air service...N.D. Aeronautics Commission approves grants totaling \$97,134 to 15 GA airports...Continental filed for re-organization under the bankruptcy act.

OCTOBER...

Western Airlines reveals Bismarck Air Service plans...Republic opens St. Louis and Memphis connections through Minneapolis hub...NW launches "fly later, pay later" reservations...Elizabeth H. Dole, U.S. Secretary of Transportation was the main speaker at the Greater N.D. Association in Williston and later attends Fargo's Hector Airport groundbreaking for new terminal...Frontier matches Continental's cut

fares in and out of Denver...Gerald Beck, Wahpeton aviator, buys WWII B-25 bomber at Texas auction...Wahpeton-Breckenridge feuding over proposed scuttling of joint airport pact...Killdeer's Dunn County Airport paved 4200' x 50' with connecting taxiway and apron...Harvey airport overlaid with asphalt and painted...NDAC distributes 500,000 in block grants to air carrier airports.

NOVEMBER...

Air care helicopter service in Bismarck has successful first year...Western airlines opens service November 15 for Bismarck travelers...New statewide aviation newspaper "ND BEACON" sends out first edition...Senator Andrews warns FAA against closing towers...Republic offers sun trip "rain checks"...Bismarck opens new road system to terminal...Northwest plans to buy 20 Boeing 757's...Frontier 737 lands safely at Bismarck Airport after having hydraulics problems...Floor plans for Fargo's new 4.2 million dollar terminal were approved by Airport Authority...Hettinger resident injured in Minnesota airplane crash...Legislation to help stabilize air fares was introduced by Senator Andrews...Pilot of Republic Airlines hurt when jet, goose hit at Sioux Falls, S.D....Big Sky plans Butte service...Kindred man critical after ultralight/power line crash.

DECEMBER...

Wahpeton-Breckenridge joint airport effort will end December 31...Senator Mark Andrews speaks on Airline Deregulation at NDSU...Toll for using roads to airports studied by Legislative council...Maintenance vehicle and aircraft involved in accident on Bismarck Airport...Jon N. Harty named president of Northern Airways, Inc...Ozark DC-9 strikes snow sweeper at Sioux Falls, S.D....Mesaba Airlines starts Devils Lake and Jamestown service to Minneapolis, December 1...Ashley installs runway lights on new runway...Wahpeton representatives meet with FAA and NDAC to review runway extension project...Mohall installs NDB...

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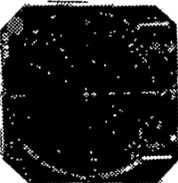
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Aircraft dealer license required in 1984

Effective in 1984, aircraft and ultralight dealers will be licensed by the Aeronautics Commission.

An aircraft dealer requiring a state license is defined as any dealer engaged in the business of buying, selling, leasing, or exchanging more than three aircraft in any 12 consecutive months, except for a business liquidation of used aircraft, or who advertises or holds himself out to the public as being engaged in the business of buying, selling or exchanging aircraft.

An ultralight dealer is defined as any dealer engaged in the business of buying, selling, leasing or exchanging more than 2 ultralight vehicles in any 12 consecutive months, or who advertises to the public as being a dealer in ultralights.

The annual license fee for an aircraft dealer is \$25.00. Annual license for ultralight dealer is \$15.00.

To qualify as an aircraft dealer in North Dakota under the new law requires:

1. Dealer to have a permanent place of business on a North Dakota airport open for public use, whether publicly or privately owned.
2. Dealer has enclosed office, or structure owned or leased with

adequate facilities and equipment for maintenance, service and repair of aircraft.

3. Dealer's office cannot be a residence or temporary quarters.

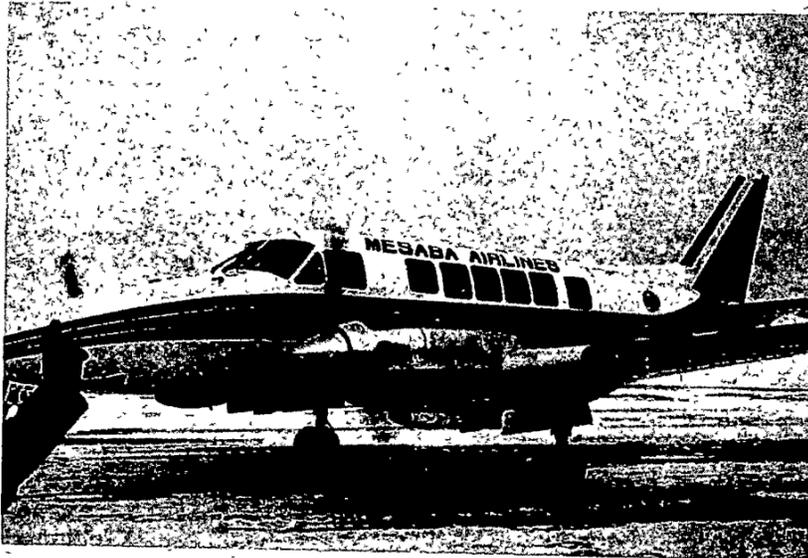
4. Dealer must maintain an aircraft or helicopter service and repair shop on a North Dakota airport with a minimum of \$5,000.00 invested in tools, equipment, aircraft parts, or supplies.

5. The Aeronautics Commission shall issue an aircraft dealer's license only after inspection and approval of the aircraft dealer's facilities.

ULTRALIGHT VEHICLE DEALER

An ultralight vehicle dealer shall maintain a permanent place of business in North Dakota which may be off or on an airport. If the ultralight dealer place of business is off an airport, such dealer shall maintain a cleared area of sufficient size and length to safely demonstrate ultralight vehicles without undue hazards to other persons or property. An ultralight dealer must maintain at least one flyable ultralight vehicle for demonstration purposes and shall maintain a minimum of \$500.00. in tools, equipment, parts, or supplies relating to the business. The Aeronautics Commission has the option of inspection of each ultralight dealer prior to issuing a dealer's license.

Devils Lake welcomes Mesaba



Mesaba's Beech 99 airplanes serve Devils Lake

More than 700 people packed into the Devils Lake Airport on Wednesday, November 30 to see the city's new air carrier, Mesaba Airlines, and visit with the executives and personnel who were in attendance at the open house. Dozens of people also flew on several free and brief Mesaba flights, touring the Devils Lake area. Lawrence Knoke, airport manager, said 762 people registered for free prizes consisting of 2 round trip Devils Lake-Minneapolis tickets for 2 from Mesaba airlines, a free round trip charter to Bismarck for 3 by Foss & Meier and a round trip charter flight to Bismarck for 3 by Wakefield Flight Service, as well

as a drawing for an AM/FM cassette radio and a 19" colored TV. The first commercial Mesaba flight left Devils Lake at 5:45 A.M. on December 1 arriving in Minneapolis at 8:00 A.M. on its first scheduled flight. Mesaba will serve Devils Lake with two round trip flights from Monday through Friday and one round trip each on Saturday and Sunday. Mesaba Airlines, based at Grand Rapids, Minnesota, is a profitable publically owned business which earned \$193,000 in 1982. Mesaba also expanded air carrier vehicles from 2 aircraft two years ago to 7 Beech 99 airplanes servicing cities within North Dakota, Minnesota, South Dakota and Iowa.

Sperry Avionics buys ARC

As you may have heard, Sperry Avionics has purchased the ARC Avionics Division of Cessna from the Cessna Aircraft Company. Sperry Avionics is anxious to assure all ARC customers and ARC dealers that Sperry will continue to support the ARC product line with the same fine customer service and field support that you have enjoyed from ARC.

Both the Sperry Corporation and the Cessna Aircraft Company intend to make the transition of ARC ownership as smooth as possible. Your existing ARC Sales and Service Dealer Agreement will be recognized by Sperry Avionics until such times as a

new Sperry Dealer Agreement can be consummated.

Manufacture of the ARC product lines will ultimately be moved to the Greater Phoenix area. The transition will be orderly and evolutionary over the next four to eight months. Please continue to use the existing warranty forms and spare parts ordering procedures until further notice. We are confident you will welcome the combined expertise of these two, leading avionics companies and we need your continued support in order to provide our mutual customers with uninterrupted, superior avionics support.

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Merrill J. Anderson (right), Chairman & CEO
James H. Crivits (left), President & COO
Consul Corporation

Merrill Anderson and Jim Crivits are truly men on-the-go. As principal officers of Consul Corporation, they will fly their pressurized Baron and Bonanza A36TC a combined 1000 hours this year... visiting Consul owned Chi-Chi's Mexican restaurant franchises throughout North America.

Anderson and Crivits rely heavily on Elliott to keep their aircraft in top operating condition. "We went to Elliott Beechcraft looking for service. We found an operation that's totally concerned and committed to safety and reliable quality workmanship." Anderson says, "They roll out the red carpet. They're prompt and courteous. More importantly, they do the work right. We have complete confidence in Elliott."

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Airport pact continued from page 3

politicians," joint board members Ernest Jenson, Albert Humann and Blayne Helgeson wrote in their letter to the editor.

The three men contend eliminating the joint airport authority is a step backwards in the development of Breckenridge's businesses and industries. They said they've tried to tell the Breckenridge council how they feel, but the council wouldn't let them.

Although they are against the authority's dissolution, they said the Wahpeton council's action ensured that the Stern bequest "wouldn't be lost after being dragged down in the political arena by Breckenridge."

They said it's ironic someone in Breckenridge doesn't recognize what the city will lose in returns on its investment in the airport if the joint agreement is terminated. They also said the state of Minnesota likely will remove a computer-linked flight planner recently installed at the airport if the joint agreement comes to an

end.

"Anyone tinkering with the delicate balance of this cooperative agreement hopefully better know what they're doing because the ramifications are serious," they wrote.

As far as Wahpeton officials know, Breckenridge and Wahpeton have the only joint airport authority which crosses state lines.

"While the heart of most public and personal disagreements is money, the obvious damage here won't be revenue," the three airport authority members wrote. "It will be the absence of cooperation and unity of a unique model that worked."

Breckenridge City Clerk Mike Casper believes the problem is lack of communication among the Breckenridge and Wahpeton councils and the joint airport authority.

According to his recollections, Minnesota Department of Transportation officials recommended the airport be called the

Breckenridge-Wahpeton Airport — Harry Stern Field. Breckenridge council members informally agreed to the name, but that title wasn't acceptable to the Stern estate trustees, he said.

The next suggestion was Breckenridge-Wahpeton Harry Stern Airport, which apparently was agreeable to the trustees, he said, but never formally presented to the Breckenridge council. The council received a letter from the airport authority on that name but board members didn't take any action because they wanted to discuss the matter with the Wahpeton council.

"They felt they wanted to sit down with Wahpeton," Casper explained.

The Breckenridge council, at its Sept. 27 meeting, turned over to its special projects committee the Wahpeton council's airport agreement termination notice. The council also asked the committee to recommend whether it should meet with the Wahpeton board.

Wahpeton City Auditor Arden

Anderson said the Wahpeton council has decided to end the agreement because the delays resulting from the number of governmental bodies which must approve budgets, capital expenditures and any changes are hindering airport development. Currently, approval must come not only from Breckenridge and Wahpeton, but from North Dakota, Minnesota and the federal government, since it provides funding for airport improvements, Anderson said.

"In its time, it was a good idea for the joint authority," he noted.

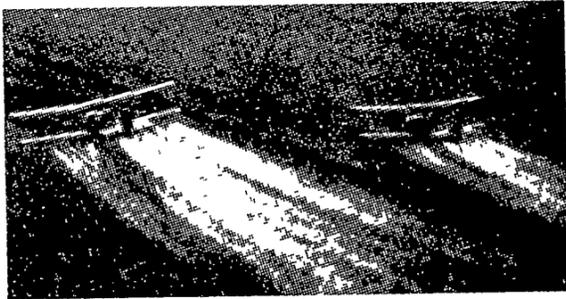
One of the delays concerning the council involves the airport's name change.

Anderson said the Stern bequest means much more than an additional \$200,000 for the airport. With matching funds from the federal government at the rate of 90 percent of a project's cost, the \$200,000 could be parlayed into

More on page 7

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Some people have hobbies...AND SOME PEOPLE HAVE HOBBIES!

Darrel Aleson, former Cando United Methodist Church pastor currently serving in Williston, has built and FLOWN his own aircraft.

Called a "Q2" ("Q" as in Quickie Aircraft Corporation) the craft was built from a kit which make up the primary raw materials, (high density foam, fiberglass cloth, epoxy resin — "composite construction").

"I did much of the fabricating of wings, tail, controls from these "raw" materials...nothing at all like building a model airplane as some have thought," Aleson wrote recently.

The very first flight of the airplane occurred on October 2, 1983.

"The plane is fast and handles like a dream!" the builder exclaimed. "That strange configuration is called a canard-wing design. The canard is the front wing, with the wheels mounted at the ends. The elevator is also located up front, rather than at the back as on conventional airplanes. This canard design is

considered more stable and will not stall or spin. (The Wright brothers' first planes were "canard" design.)"

Starting in September of 1981, the project has taken approximately two years, or about 1,000 man hours. The wings and tail were built in the Aleson basement. The basic fuselage construction was in "borrowed" garage space from a neighbor across the street and final assembly occurred in a warehouse owned by a parishioner and a beautiful maintenance hangar at one of two Williston airports.

"The cost is about the same as a good new car," Aleson said.

The "Q2" has a top speed of 180 miles per hour with 165 mph cruise. The engine is a 64 hp "rev-master" four-cylinder, derived from a Volkswagon engine, but highly modified.

Aleson says that "fuel efficiency is around 45-50 miles per gallon and the plane can carry two adult-size persons very comfortably."

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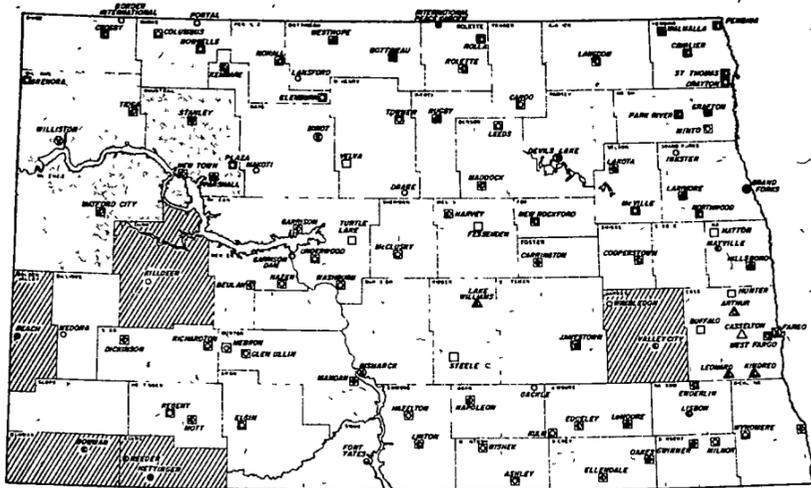
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Around the state



- WEST FARGO** is planning on acquiring more land south of the existing hangar to accommodate future development of the airport. They also will install underground fuel facilities and may acquire some fill dirt to raise the apron and hangar area above the flood elevations.
- NEW ROCKFORD**... has arranged for county support to help finance the upcoming major runway maintenance project. The existing asphalt surface is in very poor condition and planning for 1984 reconstruction is underway.
- PARSHALL** has had problems with getting the snow removal equipment operating in this record cold winter, a problem not uncommon to all other airports. Therefore, we suggest before flying, you contact the airport manager or Flight Service Station on current conditions of the airports across the state due to the winter snow drifting and cold temperatures.
- FESSENDEN** The airport authority is planning on airport site development and land acquisition project for 1984. Therefore, preliminary engineering work is being undertaken on a selected site northwest of town, south of the highway.
- DICKINSON** runway 17/35 has been decommissioned. The new crosswind runway 07/25 which is 3400' x 60' with medium intensity lights is commissioned for use. Congratulations to the Dickinson Airport Authority for the hard work involved in completion of the numerous airport improvement projects the past year.
- GLEN ULLIN** has coordinated with a Highway Department paving project to pave a new runway 11/29 and it is open for use. The runway is 2400' x 50' with a paved taxiway and apron area. Turf runways 03/21 and 8/26 are closed permanently. The airport authority is working on lighting the runway with low intensity fixtures.
- ASHLEY** has installed runway lights on the new NW/SE 4200' x 60' asphalt runway. The beacon is now also activated.
- GRENORA** information on a new, longer runway site will be reviewed by the airport authority this winter. The existing runway is only 1700' x 150', which is too short for a large number of general aviation aircraft.
- BOWMAN** is working on land acquisition to accommodate a runway extension project and provide clear zones. Apron reconstruction will also be looked at.
- WAHPETON** has dissolved a joint airport agreement with the City of Breckenridge. They also will be planning a runway extension project to somewhere near 4200' and is doing the preliminary engineering, design, and testing.
- RAY** has inquired with the N.D. Aeronautics Commission for site review inspection for a new airport. An airport is in the early planning stages and finances for the project to be analyzed.

Aviation news briefs

LUXURY TAX: Action on a proposed federal 10 percent "luxury tax" on light, noncommercial aircraft was delayed by the Congressional Holiday. The measure was introduced in a move that would purportedly eliminate "tax shelter abuses" according to the bill's authors. Aviation groups are geared up for a fierce battle to oppose the measure.

FSS CLOSURE: The Federal Aviation Administration's planned closing of up to 317 Flight Service Stations, to be replaced by 61 Automated Flight Service Stations, is facing growing opposition from aviation user groups and several members of the House of Representatives. The FAA's plans called for elimination of 29 FSS's by the end of 1983, but Senate Appropriations Committee withholding of shut-down funds has interfered with that schedule.

NEW MONTANA LAW: The Montana Legislature has passed a bill requiring all pilots operating under VFR on flights of more than 250 miles with one or more passengers to file a flight plan with an FAA facility. Montana's Governor signed the bill into law, although no penalty was included to provide for failure to comply with the mandatory filing rule.

AIRLINE STATS: Findings of a

U.S. study conducted with nearly 5,000 interviews by the Gallup Organization for the Air Transportation Association shows 66% of all Americans over 18 have flown on a commercial airliner. 59% of all airline trips taken in 1983 were for business, while 49% were for pleasure/personal reasons. Those who flew averaged three round-trips each.

AIRPORTS RECEIVE \$462 MILLION: The FAA will distribute almost \$462 million in airport improvement funds for fiscal year 1984, which began October 1st. Some \$354 million will go to "primary" airports (which serve large air carriers) throughout the country. The remaining total goes to other smaller eligible airports in the National Airport System Plan.

WORD ABOUT DEREGULATION: The deregulation of the airline industry will not be supported by the Reagan Administration, Elizabeth Dole, Secretary of Transportation, said at the annual meeting of the Air Traffic Control Association. Dole pointed out that deregulation, coupled with high fuel costs, the 1981 PATCO strike, and the recession "have had an effect on the industry". She then stated that recovery from the recession is generating new demands for air services.

Airport pact ...continued from page 6

about \$2 million for airport improvements, he said.

There's some urgency about making the name change, he said, because the time the Stern estate's trustees agreed to hold the bequest is running out. Thus, he said, the council had to take action on terminating the joint agreement by Oct. 1 or lose the money. Because of a requirement that either party must give 15 month's notice of termination, the agreement won't expire until Dec. 31, 1984.

Under the agreement, Wahpeton will be reimbursing Breckenridge and Minnesota for their capital investment in the airport, either at their cost or at the appraised value less depreciation. Wahpeton City Attorney Colin Bailey said that is estimated to amount to less than \$70,000.

Wahpeton officials stress that termination of the joint agreement will not affect airport usage, and that planned improvements will proceed on or ahead of schedule.

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Congressmen push aircraft luxury tax

Four congressmen think your airplane is a luxury. And they want to tax you dearly because of it.

Originally, Representatives Don Pease (D-Ohio), Richard Gephardt (D-Mo.), Jim Moody (D-Wis.), and Matthew F. McHugh (D-N.Y.) wanted to offer an amendment to a bill (H.R. 4170) that would impose a 10% luxury tax on all new general aviation air-

craft. The bill, later modified to exclude business aircraft, was to have been voted on late in the last session of Congress. However, a majority of the House of Representatives refused even then to approve a procedural matter that would have allowed this and other amendments to be taken up. Congress then adjourned with no action taken.

But Congress will be back on the 23rd of this month, and Pease, Gephardt, McHugh and Moody may try again. Airlines and business aircraft would be exempted from this 10% tax.

David Salmon, AOPA assistant vice president for legislative affairs said, "A note to your own congressman would be helpful.

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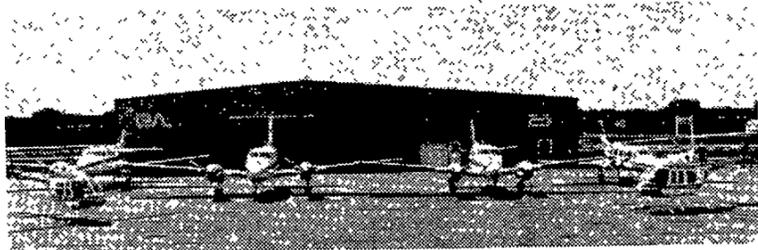
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Remove frost, ice and snow before take-off

Each year there are a number of accidents caused by pilots not removing frost, ice and snow from the aircraft wings and control surfaces before attempting to take off. Frost on the wings will change the airflow pattern to a point where the stall speed, drag and efficiency will be drastically altered.

If you have the aircraft hauled into a heated hangar to thaw the frost, ice or snow, be alert. Water from the melting material may run into control surface hinges or crevices and then refreeze when the aircraft is taken out of the hangar. Another situation to be on the alert for is falling snow. The snow will melt when it comes into contact with a warm aircraft which has just been brought out of the warm hangar. If the aircraft is allowed to sit for an extended period of time there will be a buildup of what appears to be new snow.

An unwary pilot may be deceiv-

ed into believing that this material will blow-off during takeoff. However, what appears to be light, fluffy snow, may be buildup of heavy airframe ice and there are many pilots which fall into this trap each year.

Snow or ice inside a control surface may change the natural frequency of vibration so that it falls within normal operating speed of the aircraft, resulting in control surface flutter and possible aerodynamic and structural failure. If your aircraft is parked outside, special attention should be given to openings where snow can enter. Many times the snow will melt, refreeze and obstruct operation of such things as the pitot tube, carburetor and heater intakes, anti-torque and elevator controls, wheel wells, etc.

Preflight with care, remove all frost, ice and snow from wings and control surfaces before attempting a takeoff and have a safe flight.

Wahpeton man restores bomber

Gerald Beck of Wahpeton, ND, figures he will be talking in coming months with Carl Scholl of San Diego after paying for what Beck says will be the only bomber in his home town.

Beck paid \$10,000 for a corroding, World War II B-25 bomber. Scholl has five acres of B-25 parts.

"If you're planning on putting it in the air, you better look at it again," Scholl told Beck as the North Dakota crop duster looked at his purchase.

Vintage airplane collectors who somehow saw flight in the remains of the old planes put their money where their hearts were during the auction at the late H.H. Coffield's airport.

Coffield, longtime chairman of the state prison board, died in 1979, leaving no family to continue the military surplus business he ran for decades. Dallas auctioneer Irv. Rosen was brought in to get rid of the stockpile. Coffield's will specifies the charities that will share the proceeds. Ben Houle of Lakeway, Texas, an old plane buff, saw nothing more than "junk" at the auction. Bob Collins, whose love of B-25s brought him from Boston, decided early

that he wouldn't be a bidder.

"I'm interested in B-25s. I'm not really interested in these. They're in rough shape," Collins said, adding that a B-25 in good shape could bring up to \$100,000.

"These are worth whatever somebody is going to bid. You find a crazy and they're worth \$10,000 - \$20,000," said Collins.

But Beck came south with a more positive attitude.

"Anything will fly," he said, adding, "You've got to have a good banker."

About 500 bidders registered for the auction. Rosen knew the condition of the goods.

"We make no guarantees or warranties on anything offered," he told bidders.

The warning strangely echoed the caution long ago painted on Coffield's hangar: "If you have permission to use this field, you do so at your own risk and no obligation by the owner."

Buyers of smaller merchandise have four days to get their purchases out of here. Airplane buyers have two months. That probably won't be long enough. None of the planes fly. The few that might be made airworthy will need months, maybe years, of work. "I'll have the only bomber in town," said Beck, who's restored several old planes.

Beck bid on another B-25, a wingless version, but lost out to others who paid, \$3,500 for the plane.

For Jack Cooper, Coffield's former pilot, it was a day of relief. He had personally flown the planes to Rockdale. The most recent arrival came nine years ago. Some have been here for two decades. Once they got here, they didn't fly again.

"I'm happy to see them all go," Cooper said. "We've had a lot of security problems."



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