

Published Bi- Monthly in the

Interest of AviationBISMARCK, NORTH DAKOTA
JULY - AUGUST, 1964U.S. HOUSE OF REPRESENTATIVES SAVES FLIGHT SERVICE STATIONS

The U.S. House of Representatives on a floor vote of 59 to 56, attached a rider on the Federal Aviation Agency's 1965 fiscal year budget (July 1, 64 to July 1, 65) which provides for "continuation of the existing authorized domestic flight service stations". This action took place May 21st.

The appropriation bill was then messaged to the Senate. The U.S. Senate has been held up for some time on the Civil Rights Debate, so that it is unknown now what the Senate will do with retainer rider attached to the appropriations bill. It is believed that the House action had a sobering effect as to any extensive plan to delete flight service stations for the time being. This is the first time that "General Aviation" won any significant battle in the legislative halls of Congress in Washington, D.C.

The North Dakota Aeronautics Commission urged both Congressmen Don Short and Mark Andrews to support the retention of FAA flight service stations, and following the House action, the Aeronautics Commission urged both N.D. Senators, Milton R. Young and Quentin Burdick to uphold the House action in the U.S. Senate. The Commission also entered testimony before the U.S. House Committee hearing conducted by Rep. John Bell Williams, Chairman of the Subcommittee on Transportation and Aeronautics, in which the Commission supported the continuation of all flight service stations in N.D.

The extent of the debate between the proponents and opponents for continuation of flight service stations is witnessed by the fact that it took ten pages in the Congressional Record to record the proceedings. Rep. Oren Harris (Ark.), Chairman of the House Interstate and Foreign Commerce Committee, led the floor debate for requiring the FAA to continue existing flight service stations, while Rep. Thomas (Texas) led the debate to let the FAA Administrator remove flight service stations at his discretion.

North Dakota has flight service stations at Bismarck, Fargo, Jamestown, Dickinson, Grand Forks, and Minot, with a remote controlled station at Williston and another under construction at Devils Lake. ***

GOVERNOR WILLIAM L. GUY APPOINTS TWO COMMISSION MEMBERS

Governor William L. Guy recently announced two appointments to the N.D. Aeronautics Commission. Reappointed for a five year term (July 1, 64 to July 1, 69) was Raymond V. Heinemeyer of Bismarck, N.D. Also appointed for an identical term was a new member, John P. Wheelihan of Ellendale, N.D.

Mr. Heinemeyer has been a Commission member since 1952 and is the manager of the Bismarck Municipal Airport. He is also a member of the Board of Directors of the Northwest International Aviation Council and a member of the American Association of Airport Executives.

Mr. Wheelihan, his wife, the former Clara DeVelting of Washington, D.C. and 3 sons, ages 14, 13 and 8 live on a 1800 acre spread near Ellendale, N.D. They raise pure-bred cattle and small grains.

The new Commissioner is a graduate of the University of N.D. in the school of commerce and learned to fly in the first CPT program there in 1940. His first tour of duty was on Ascension Island, doing mostly patrol work with the 1st composite sqdn. He then attended staff and command school at Leavenworth, Kansas and Air Force Staff school before going on a second tour in Italy with the 15th Fighter Command in the 15th Air Force. As of July 1, 64 he has retired with the rank of Major from the Air Force Reserve.

PEMBINA TO PAVE RUNWAY

The City of Pembina, N.D. is joining the fast growing list of Municipal Airports that are paving at least one runway. Plans and specifications have been drawn up and the City of Pembina has authorized the advertising for bids on the project.

The plans call for grading of a primary surface of 2800' x about 400' NNW by SSE and the paving of a runway of 2600' x 50' with connecting taxiway to the ramp area.

Pembina has long enjoyed the distinction of being a port of entry for planes, in fact since 1930, the first in the State.

According to J.L. Wood, Chairman of the Airport Committee, Pembina is one of the ports that have a clearance arrangement, whereby it is possible to clear into the U.S. free, except on Sundays and holidays, when there is a charge of \$5.00 for overtime, only during odd numbered months. During even numbered months, there is no overtime charge on Sundays and holidays, when the U.S. Immigration Service is on duty. Odd numbered months, on Holidays and Sundays, U.S. Customs is on duty and they make a charge of \$5.00.

Mr. Wood also stated that the Canadian Collector of Customs and Excise at Emerson, Manitoba has notified the City of Pembina, that the Pembina Municipal Airport is acceptable as a Canadian Airport of Entry and that they are authorized to provide service on an on-call basis for planes clearing into Canada, operated for health or pleasure purposes. This service is also free, although the person requesting the service is expected to pay for the officer's transportation to and from Emerson to the Pembina Airport. On the matter of transportation, Wood advised that Tom Nord, Pembina Airport Manager will provide this transportation free, so how much better a deal can you look for?

FLYING FARMERS & RANCHERS ELECT

Hettinger, N.D.: 70 Flying Farmers from North and South Dakota, Iowa and Canada attended the annual convention of the North Dakota Flying Farmers and Ranchers Association, held in Hettinger, Saturday and Sunday (June 27-28).

Eugene Linderman, Brantford, was elected President of the Association succeeding John Kirschman, Regent. Lee O. Gensrich, Hatton, was elected Vice President. Other officers named, included Mrs. Alma G. Rambough, Braddock, Treasurer and Harold G. Vavra, Bismarck, Secretary.

New directors named for a two year term of office include Ben Schuster, Melville (Northeast District); Billy Thorson, Bucyrus (Southwest District); John Fagerland, Noonan (Northwest District) and Clell Rambough, Braddock (Southeast District).

The convention was highlighted by a banquet Saturday night, in which Mrs. Frances Shaw, Minot, was crowned the North Dakota Flying Farmer Queen of the year. Principal speaker at the Saturday night banquet was Harold G. Vavra, director of the N.D. Aero-nautics Commission.

Distinguished guests who flew to the Hettinger convention from other States included Connie Pierson, Oskaloosa, Iowa, International Flying Farmer Queen and Dayton Chisholm, Ft. Pierre, South Dakota, who is Secretary of the International Flying Farmers Association.

The ladies Auxiliary of the North Dakota Flying Farmers elected Mrs. John Kirschman, Regent; Mrs. R.C. Lindemann, Lucca, Vice President and Mrs. Robert Chitwood, Alexander, Secretary-Treasurer.

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PAST QUEEN MARTHA REPORTS:

Hello Flying Farmers and Ranchers: I would like to start by telling you that John and I did get to the Hot Springs, S.D. State Convention June 13 and 14. We had the pleasure of seeing the coronation of the new Queen, Arlowyn Boekelheide, from Northville, S.D.

The weatherman was good to us for our State Convention in Hettinger. The turn out was very good and everything went fine, except I feel so bad that the banquet room didn't accomodate all the people present.

I would like to say 'thank you' to Queen Frances for accepting the position as our 1964-65 Queen. I am so proud that Mr. & Mrs. Royce Pierson were able to attend. The International Queen Connie, gave the ladies an encouraging talk on striving for their landit. I talked with some ladies who have nearly achieved this, and they said it's a thrilling and rewarding experience..

Ken Hirsch did a fine job as Master of Ceremonies at the banquet as well as doing numerous other jobs. Harold Vavra gave a very interesting speech at the banquet and we appreciate it very much. It was appreciated that so many members from out of state could attend, they were: Queens Mrs. Arlowyn Boekelheide, South Dakota and Lillian Gobert, Manitoba. Members, Mr. & Mrs. Joe Jamault, Manitoba; Mr. & Mrs. Dayton Chisholm, Ft. Pierre, S.D. and Mr. & Mrs. Alfred Reder, Prairie City, S.D.

Last but not least, I want to thank the flying farmers for making it possible to buy the material for the Queen's cape. The pheasant feather earrings and corsages came from the October Pheasant Hunt. It's a remembrance from me to you and I hope I didn't overlook some ladies. If I did, I would certainly give my apologies.

Now I must say good-bye as the queen of 1963-64 and I say it very sadly. I will never forget the wonderful year and I thank you for it. May God bless you all and I'm looking forward to seeing you at our Regional Convention at Minot in September.

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Happy Landing!

REGIONAL FLYING FARMERS TO MEET AT MINOT, SEPTEMBER 25-26-27, 1964

The North Dakota Flying Farmers will host the 5th Regional Meeting of the International Flying Farmers at Minot, September 25-26-27th.

Flying Farmers from North and South Dakota, Minnesota, Wisconsin and Manitoba, Canada are expected to attend. Business meetings will be held at the Ramada Inn Motel near the Minot International Airport. A tour of the Minot Air Force Base will be arranged.

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MOONEY FACTORY SERVICE SCHOOL AT PIETSCH FLYING SERVICE JULY 20 and 21st.

Alfred Pietsch, President of Pietsch Flying Service, Minot announced this week, that the Mooney Aircraft factory representatives will conduct a technical service school for Mooney fuel injection engines and the Mooney Aircraft airframe on July 20 and 21, 1964 at the Pietsch Flying Service at Minot International Airport.

All interested aviation people and especially mechanics are invited to attend. The school will open at the Pietsch Flying Service at Minot on Monday, July 20th in the evening from 7 p.m. to 10 p.m., and continue the following day, Tuesday, July 21st from 8:00 a.m. to 12 noon. This is a technical school conducted by factory trained representatives. Mechanics are especially invited to attend.

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FOR SALE: 1946 Cessna 120 - 685 hrs. TT, Fresh periodic; 1948 Champ C-90, 650 hrs on engine; 1952 Pacer, 120 hrs S chrome major, New VHT-3; 1958 Mooney, 290 hrs. S chrome major, full panel VHT-3; 1963 180B Cherokee, 550 Hrs. TT, MK-12, VOAS, Omni, ADFT-12, full panel, fresh annual; 1958 180 Comanche, 280 SMOH, full panel, MK-2, ADF; 1960 250 Comanche, 760 TT, 160 S chrome major, MK-2 ADF, full panel, auto flite; 1949 PA11, C-90, 380 hrs SMOH, new cover in 1960; 1960 PA18-95, 820 hrs. TT, primary panel, VHT-3 LFR-3; 1950 PA18-95, New Cover in 1961, 150 hrs. S chrome major; 1952 PA18, 125, Wings being recovered, 0, SMOH on engine; 1961 PA22 Colt, primary panel, VHT-3, 650 TT. Contact Mid-State Aviation, Mandan, N.D. Telephone 3059.

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NORTH DAKOTA OPPOSES FAA 2 ALTITUDE AIRWAY SYSTEM

The Federal Aviation Agency published in the Federal Register a proposal, under Airspace Docket No. 63-WA-74, to amend new Part 71 and 75, to provide for a new two altitude airways system from 18,000 ft. to 24,000 and a second system from 24,000 ft. to 45,000 ft.

The reason given in the proposal for the new two altitude system is the claim that the three altitude system does not work satisfactory.

The North Dakota Aeronautics Commission is opposed to lowering the low altitude system to 18,000 ft as per the proposal. Under the new proposal, jet controlled altitudes would extend from 18,000 ft. to 45,000 ft. MSL.

It is the opinion of the North Dakota Aeronautics Commission, there is no demonstrated need or requirement for controlled airspace from 18,000 ft. to 24,000 ft. and the requirement that all aircraft file instrument flight plans above 18,000 ft. and have TSO'd electronics, as well as a radar beacon installation.

In the first place, pure jet traffic does not operate between 18,000 ft. and 24,000 ft. for cruise flights, since the operating efficiency is too low. Most pure jet aircraft operate at 30,000 ft. or above.

The instant proposal does not afford any benefits to Boeing 707; Boeing 727; Boeing 720B; Douglas DC-8's; Convair CV880 or CV 990's, since all of these aircraft operate above 24,000 ft.

By applying great restrictions on the 18,000 ft. to 24,000 ft. altitudes, the proposal definitely has many economic and operational disadvantages to "General Aviation" aircraft manufacturers and to General Aviation flying businessmen.

It has been announced that one or more "General Aviation" aircraft manufacturers plan to come out with a single engine pressurized cabin type of aircraft, which will have operating capability up to 24,000 ft. MSL. As a matter of fact, one manufacturer plans a 1965 production aircraft with a pressurized single engine design, with flight capability to 24,000 ft. MSL.

At the present, this manufacturer is shooting for a retail \$29,500.00 aircraft. We have been advised that if this proposal goes into effect as per Docket No. 63-WA-74, that the added cost of TSO'd electronics, hardware, and Radar Beacon, will add from \$15,000 to \$23,000 to the cost of the basic aircraft over and above that presently planned.

We believe that complete IFR control of the airspace from 18,000 to 24,000 ft. MSL is premature and have asked the Federal Aviation Agency to show or demonstrate who is using this airspace now. At present, practically no one is using this airspace. For example, in the United States, there are about 160 model L-188 (Lockheed Electra's) and perhaps, 40 to 50 Viscount V-745 and V-810 aircraft, which normally would cruise in the 18,000 to 24,000 ft. média.

What this proposal really amounts to is the Federal Aviation Agency coming along with a regulation to knock out general aviation's use of the 18,000 to 24,000 ft. area for the benefit of not over 200 turbo-prop aircraft, utilized by the scheduled airlines in the United States. Besides, it must be pointed out that the Viscount series of aircraft are practically obsolete and will be phased out as the Boeing 727, which is a pure jet and will operate higher than 24,000 ft. is phased in.

Because of the foregoing reasons the North Dakota Aeronautics Commission contends that:

1. The proposal in Docket 63-WA-74 is premature.
2. No substantial benefits have been outlined in the proposal.
3. Substantial restrictions will result to "General Aviation" aircraft manufacturers and General Aviation as a whole, if this proposed rule goes into effect.
4. A study should be made to determine who will benefit and to what extent, if any?
5. After a more complete review and study has been made, it may result in a different Agency opinion as to a requirement of such "Rule Making".

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MOONEY READIES MARK 22 FOR QUANTITY PRODUCTION

Kerrville, Texas: Ralph M. Harmon, Vice President Engineering and Manufacturing for Mooney Aircraft, announced significant progress toward production of the new pressurized, single engine Mark 22 airplane to be built at the Kerrville, Texas plant. Harmon revealed that the company has committed for engines and other major purchase items for quantity production through 1965 and early 1966.

The Mark 22 will be unveiled this year and will be the world's first commercially produced single engine, pressurized airplane. The Mark 22 will fly at speeds to 250 miles per hour and will be powered by a Lycoming T10 541 engine. 290 Horsepower.

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FOR SALE: 1963 Cessna 210, 215 TT, like new, ADF T-12B, Narco Mark 12 - 360 channel with VOA-4, 3 light markers; 1960 Cessna 210, 1039 hrs. TT, SMOH - 0, 3 radios, full panel, head rests, heated pitot tube, contact Kundert Aviation, Inc., Hector Field, Fargo, N.D. Telephone: AD2-2932

WANTED: Want good used airplanes. Write Dick Currier, Box 346, Fargo, N.D.

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ACCIDENTS

Pilot: Roger A. Lyman, Grace City, N. Dak. - Aerial Applicator
Time & Place: June 6, 1964 - 5:36 p.m. - 1 mile East of Churchs Ferry, N.D.

Pilot Time: 240 hrs. TT, Commercial ASEL, age 23

Aircraft & Damage: Piper Cub PA-11 - Bent prop, damaged wing tip, bent longerones, bent right lift strut, damaged landing gear. Plane owned by Wakefield Flying Service

Injuries: None

Pilot Statement: I was on a final approach and I didn't see the cross lines when I saw them, I applied full power and pulled up. The prop cut the wire and it wrapped around the landing gear. The wire stayed on and I didn't think I could break it, so I made a 180 and made a forced landing in a field.

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Pilot: Bronson Deon Branscum, 2601 - 44th St., Lubbock, Texas - Aerial Applicator

Date of Birth: May 14, 1937 - age 27 - Second class medical issued May 1, 64
Restricted to glasses, worn at time of accident. Commercial SMEL, Instructor,

Time: Last 24 hours (3), last 90 days (100), 3,000 hrs. TT

Aircraft: Aerona 7BCM, Lycoming 135, 90 gal. inside unit, approximate 25 gal on board at time of accident. Substantial destruction. Aircraft owned by Miles E. Gibson, Airway Sprayers, Lubbock, Texas.

Summary: Accident that caused fatality, occurred at 7:30 MST, 2 miles North, 3/4 miles E. of Elgin, N.D. Wind NNW 1-5 mph light cloud cover. Louis L. Renken, age 18, flagman and ground crew man of the particular operation, stated that due to excessive winds, no work had been done throughout the day. Towards evening, the wind died down and they proceeded to work, working about 1 hour before the accident.

The pilot was working this field N-S and had finished his 3rd pass which was made, heading South. After pulling up to clear the farmstead and trees, he executed the standard turn to the left than back to the right for his return swath, as he went from the left bank to the right bank, he apparently stalled and the right wing dropped and the aircraft struck the ground at a steep angle.

Pilot was killed instantly as the occupiable space of the cockpit area was reduced considerably, causing damage to his head, chest and abdomen. Impact was great enough to fail old military seat and shoulder harness at all attachment points.

Possible reason for the cause of stall may have been the inadvertent proximity of the pilot to the MDU power transmission line. Although the power line is approximately 1000 feet from the edge of field being sprayed, it is on a higher elevation and the pilot may have been too low and he possibly tightened his turn, causing the stall.

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Pilot: Lanny L. Helm, Anamoose, N.D. Aerial Applicator
Time & Place: June 10, 1964 - 10:45 a.m. - 1/2 mile north and 1 1/2 mile west of Lincoln Valley, N.D.

Pilot Time: 250 hrs. TT, Commercial ASEL, age 25.

Aircraft & Damage: Piper PA-11 - Right wing, tail section, prop and right gear damaged. Plane owned by Mid-States Aviation Inc., Mandan, N.D.

Injuries: None

Pilot Statement: Felt airplane start to fall, increased to full throttle, engine did not pick up, tried to roll out of medium bank, noticed tack below 1500 RPM, got wings level, then right wing dropped. Hit road, plane landed in ditch.

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Pilot: Upham S. Meriwether, Ryder, N.D. - Aerial Applicator

Date of Birth: Dec. 23, 1930 - age 34, Commercial, SEL, Instructor.

Time: Last 90 days, 25 hrs - Total Time - 4,400 hrs.

Aircraft: Piper PA-18, N-2678P, Lycoming 90 hp. 60 gal. outside unit, empty at time of accident. Aircraft totally destroyed. Aircraft owned by Alfred C. Pietsch, Pietsch Flying Service, Minot, N.D.

Summary: It has been determined in questioning M. Verr Cunningham, age 54, located 1 mile E, 1/2 mile S. of Ryder, N.D., on whose farm the plane was based and a Mr. Leonard Kassstner, age 24, chemical man and flagman, that the following sequence of events took place:

During the day of the accident, June 14, 1964, Meriwether had taken his wife to the hospital at Garrison, N.D. to await the birth of the couple's second child. At about 4:00 in the afternoon, preparations for spraying started and the aircraft was loaded with a load of chemical (2-4D) and the pilot taxied out of the farmers yard and proceeded North 1/4 mile on a road to a junction of another road. He then took off to the East to spray a field North of Ryder.

He returned and reloaded with chemicals and 3/4 tank of gas to spray a field South of Ryder. After take-off, the chemical man, Mr. Leonard Kassstner said that he expected Red (the Pilot) back about 8:15 and he got back a little earlier, about 5 minutes. Kassstner said he was on the road near the dump grounds, when he first saw Red approach from the South. He was at about 3 or 4 hundred feet and started a series of 3 snap rolls, losing about 100 ft. of altitude each time.

ACCIDENTS - Continued (Upham S. Meriwether)

He had completed the last roll, but was in such a stalled condition, that he lost control of the aircraft and the roll continued with the right wing striking the ground and then the right under carriage and engine.

Pilot was wearing a crash helmet and shoulder harness and seat belt at time of the accident. The shoulder harness failed above the point of attachment on to the seat belt. Seat belt held, although crash helmet cracked open.

Pilot was killed instantly and accident can be classed as non-survivable, in spite of all safety devices. Occupiable space was reduced 3/4, resulting in severe damage to all parts of the pilots body. Autopsy showed a blood alcohol content.

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Pilot: Robert L. Whitely, 6261 South LaBrea, Los Angeles, California-Aerial Application
Date of Birth: Aug. 17, 1916, age 47
Ratings: Commercial, Multi and Single Engine Land, Instrument and Instructor
Pilot Time: Approximate 8000 hours Total, in type - 300 hours.

Aircraft: Piper PA-18, N-4870A, Lycoming 150 hp. 110 gal. belly tank, approximate 100 gals on board, nearly full gas tanks. Aircraft total loss, owned by Leo Froelich, LaMoure Aerial Spraying, LaMoure, N.D.

Summary: Accident that caused fatality occurred 4 miles SW of Jamestown, N.D. at approximate 10:30 a.m. CST on the 25th of June, 1964. Sky was clear and visibility was 15 miles plus, temperature 86° with a wind from 210° true at 10 knots. Elevation at scene of crash about 1600' MSL. At the time of the crash it has been determined that approximate 100 gals of chemical was aboard plus full gas tanks, both having been filled only 3 passes of the field earlier.

From what can be determined from one eye witness Mr. Everett Murch, age 38, a farmer who was about 3/4 mile away and the flagman Melvin Krause, age 18, who had watched the plane leave the field but did not witness the crash, the following events occurred:

Pilot had made 2 passes on field and was making his 3rd turn around at the north end of the field where crash occurred midway of the turn. Pilot made standard break-away turns down-wind and completing into the wind. Turn was made at a lower than standard height and when pilot compensated for a rise in terrain, he inadvertently killed off some of his flying speed and as his proximity to the Bureau of Reclamation transmission line became too close, he tightened his turn, which demanded more lift, which caused the plane to stall. As he stalled, the plane lost altitude, dragging the right wing on a knoll and then striking the under carriage and lower cowl area.

Plane burst into flame immediately upon impact and pilot probably died from a combination of super heated air inhalation and oxygen deficiency. Shoulder harness and seat belt held and a crash helmet was in use at the time of crash.

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AIRPORTS AND OPERATORS

Grand Forks: Montgomery Air Spray Inc. has completed the move to the new Municipal Field and are offering complete services, according to Jim Montgomery, President.

Full shop services are offered and they are in the process of getting FAA approval. Bob Hewitt and Russ Ingaldson are the mechanics. In addition, Montgomery said that the firm is equipped for both single and twin engine charter and air ambulance service. They also have an FAA approved school in both single and multi engine ratings from private through instrument. Montgomery himself is chief pilot with Bob Hewitt, who also doubles as instructor and Bob Wood as the 3rd instructor.

Montgomery also stated that a satellite spray field is being opened in July. This field is 2 miles south of Grand Forks and has turf runways of N-S and E-W, both 2200' in length. He expected a large percentage of the entire aerial application work, that the firm also does, to be carried out from this new location.

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Valley City: Election day, June 30th, will be remembered at Valley City Airport for some time. An aircraft owned by Melvin O. Dallman, an aeronca, burned while in a hangar, destroying both completely. Benson Gyrocopter, built by a local man, crashed while on powered flight. Damage was confined to the rotor blades and the pusher prop. Very slight injuries were sustained by the pilot.

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Bismarck: The Bismarck VOR facility is to have a new frequency of 116.5 mc. It will shut down at 0001 hours local time the 23rd of July, 1964 and will remain down until on or about the 31st of July, 1964. During the shut down, the facility will be on at different times for test purposes only and is not to be used for navigational purposes. Interference caused by an identical frequency being received by high altitude (24,000 or more) aircraft, is the reason given for the change.

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New Town: New Town has at long last come out of the doldrums and is advertising for Bid to construct their new Municipal Airport, SE of the City.

AIRPORTS AND OPERATORS -- continued

Steele: Pilots are cautioned that no E-W runway exists at the Municipal Airport 3 miles west of Steele. The airport has a NW-SE only and what looks like a E-W runway is a golf fairway that is kept mowed. A REA powerline parallels the present NW-SE on the SW side and would make any attempt to land on the fairway very dangerous.

Ellendale: Bids for grading of a N-S 4100 x 100' turf landing area, plus a tie-down area and connecting taxi-way being negotiated with the low bidder, because of lack of funds with an eye to trimming the project. A problem also arose in acquiring of the clear zone on the south approach, which will result in shifting the runway further north.

Mandan: At a special meeting recently, the Mandan Commission authorized the advertising for bids to construct and grade a NW-SE landing area of 2800 x 250' with a hard surfaced runway of 2600' x 60' and a apron of 250' x 40' with a connecting taxiway of 84' x 40'.

Bismarck: Westernaire Sales Corp. of Scottsdale, Ariz., a firm specializing in the development of airport facilities nationwide, worked recently with Monroe Chase of Mandan, president of Mid-State Aviation there, to prepare groundwork for the forthcoming modern facilities his firm will erect at the Bismarck Municipal Airport. The new facilities include: A new air-conditioned building that will feature modern offices; a service center; tee hangars; a new aircraft display shelter building.

NORTH DAKOTA AERONAUTICS COMMISSION
BISMARCK MUNICIPAL AIRPORT
P.O. BOX 206
BISMARCK, NORTH DAKOTA



Margaret Rose
Historical Society
Liberty Memorial Bldg.
Bismarck, N. Dak.

WANTED - POSITION: Retired Navy Man, native of N.D. would like a permanent position as pilot. He has a commercial license with S & Multi engine land, is Instrument rated and in addition, has an ACP ticket. Present age 44. Contact G.A. Templeton, 1416 North 12th, Bismarck, N.D. Telephone 255-1264

WANTED POSITION: Commercial Pilot with Instrument, ASEL, 288 hrs. desires part time charter work. Paul A. Trautman, 405-8th St. N.E. Jamestown, N.D. Tel: 252-1408

FOR SALE: 35 Bonanza - 110 hrs since engine remanufacture, metal prop overhaul, April annual, N paint, custom upholstery, new Beech centre section, ADF12E2, omiga-tor 11A, simplexer 27A, Beech numatic, auto pilot 2 axis, A.P.C., F.G.P., flashing navigation lights, heavy windshield. Contact Loren Fennell, M.D., Crosby, N.D.

FOR SALE: PA18-150 1957, 125 SMOH, all Ad's complied with, with sprayer duster unit, like new, 1250 hrs. TT; 1964 Cessna Hawk, 385 hrs. TT, Mark 12, full panel, R.T. beacon, like new, Demo; 1964 Cessna 150, 100 hrs. TT, Mark IV, 35 amp Gen. large tires R.T. Beacon. Contact Jamestown Flying Service with 24 hour gas service, Cafe open 8 hours - Cessna dealers with new and used aircraft. Jamestown, N.D.

FOR SALE: Cessna 195-A, N10480, Jacobs 245 V/H CSP, TT664, SOH 55:40, new paint, black, white, copper tone, new saddle tan interior, Nova-Tech w/omni, FGP. Stewart Warner heater, stall warner, heated pitot, AD 63-20-2 complied, Cannot be told from new. \$5900.00 - Bob Hardy, Beach, N.D.