PIETSCH ELECTRONICS BUILDS AIRCRAFT RADIO SWITCHING DEVICE.

Pilots and Aircraft owners interested in reliable control systems for their multi-radio installations will be interested in the Pietsch AP-10 and AP-20 units being produced by Pietsch Electronics of Minot, North Dakota.

More than 5,000 hours have been logged with the AP-10 unit -- without any type of malfunction or equipment breakdown, according to Gerhard Pietsch. Pietsch, owner of the firm, won the 1964 N.D. Aviation Safety Mechanics Award from the FAA for designing and producing the compact radio control system.

Advertised as the most compact, full function avionics control center on the market, the Pietsch AP-10 offers orderly precision in your cockpit for only $95.00 complete, Pietsch said. He enumerated the functions as follows:

* Electronic muting of all receivers when your transmitter is operated.
* Automatic sidetone provided for your monitoring convenience.
* Automatic built-in fail-safe devices for your "In air" protection.
* Allows use of either of two transmitters.
* Individual speaker or earphone selection for dual nav and comm receivers.
* Speaker or earphone selection for ADS or Marker Beacon receiver.
* Exclusive independence built-in to allow other equipment to function in the case of a transceiver malfunction.
* Compact size allows mounting in a standard instrument hole -- along with your emergency transmitter.
* Actual size of this unit is only 2.5 by 5 by 1 inches.

Available now, this North Dakota product has proven itself as the most rugged, compact, functional and price sensible control system available for aircraft electronics. Truly "Tomorrow's Equipment Today!"

Pietsch said that the AP-10 unit is available directly or through Van Dusen Aircraft Supply dealers. The 10 watt isolation-audio amplifier AP-20 unit will retail for $140.00, he said, and is presently being evaluated by Mooney Aircraft Company for use as standard equipment.

FAA REVISES FLIGHT INSTRUCTOR'S HANDBOOK AND ISSUES NEW FLIGHT INSTRUCTOR PRACTICAL TEST GUIDE

The FAA has announced a revised "Flight Instructor's Handbook" for the use of flight instructors and prospective applicants for flight instructor certificates, and a new "Flight Instructor Practical Test Guide" which describes the new flight instructor practical test.

The recently issued "Flight Instructor's Handbook," AC 61-16, contains study and reference material on the principles of teaching and flight training procedures, which will be the basis of the new flight instructor practical test.

These advisory circulars may be obtained from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402:

"Flight Instructor Practical Test Guide," FAA Advisory Circular No. 61-14, 10c.

The test outlined in AC NO. 61-14 will be required of all applicants for flight instructor certificates on and after April 1, 1966.

ANNUAL MEETING OF THE N.D. AVIATION OPERATORS ASSN. FRIDAY AND SATURDAY, FEBRUARY 5 AND 6, 1966

 Appearing on the program to be held the 5th and 6th of February at the Grand Pacific Hotel, beginning at 1:00 p.m. Friday, will be the following:


Refreshments and a Banquet will be served Friday evening in the Hospitality House Room at the Grand Pacific Hotel.

Principle speakers for the Saturday meeting are: Everett Dunkin, FAA, Fargo, "Part B - Aerial Spraying Aircraft"; Dan Wakefield, Devils Lake, "Review of the newly organized Wakefield Aerial Applicator's School"; James Montgomery, Grand Forks and Tom Nord, Pembina, "Aerial Applicator's Problems in the Red River Valley" and Harvey Ferguson, Mcallen, Texas, "Safety of Aircraft in Agriculture".

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NEF EEE FUNDING CIRCLE FOR EXPANSION

**Restrictions:** Funds are only available for projects related to academic and research purposes.

**Funding Source:** NEF EEE Fund.

**Eligibility:** Projects must be related to academic or research purposes.

**Timeline:** Projects must be completed within one year of funding.

**Application Process:** Applications must be submitted one month prior to the start date of the project.

**Funding Amount:** Projects must not exceed $50,000.

**Project Selection:** Projects will be selected based on their potential for academic or research impact.

**Reporting Requirements:** Recipients must provide quarterly progress reports and a final report upon project completion.

**Penalties:** Projects that fail to meet reporting requirements or exceed funding limits will be ineligible for future funding.

**Contact Information:** For more information, contact the NEF EEE Fund at info@nef-eee.org.

**Note:** Recipients must ensure all work is completed within the specified timeframe.
AERONAUTICS COMMISSION To Sponsor 1 Week (CFI) Certified Flight Instructors Refresher and Standardization Course.

The dates of March 29th through April 3rd, 1965 have been chosen as the most advantageous to a majority to attend and conduct a CFI Refresher and Standardization Course to be held at the Bismarck Municipal Airport.

Sponsors and Course Managers will be the North Dakota Aeronautics Commission. The Course will consist of approximately 25 hours of ground school and present plans, subject to revision, of approximately 2 hours flight time per day. This flight time will consist of 2 instructors flying with a FAA General Aviation District Office tutor or other tutor, for an hour and then each going solo for an hour and a half with a buddy pilot.

Subjects to be covered in the ground school course are Flight Maneuvers, Instruments, Air Traffic Control, Meteorology and the Psychology of Training Flight Students.

Instructors participating in the ground school will be personnel from the FAA Air Academy of Oklahoma City; General Aviation District Office (GADO) of Fargo; Weather Bureau of Bismarck; Air Route Traffic Control Center of Great Falls, and representatives of both terminal facilities and Flight Service Stations of Bismarck and Grand Forks will be on hand. Mr. Lester Severance and Ray Clement of the Fargo GADO will be in charge of the Flight Training portion of the Course.

Of necessity, the Course will be limited to 15 certified Flight Instructors. Even this limited number will involve 96 hours of aircraft flight time, wherein lies our greatest problem.

It is the intent of the Aeronautics Commission to circulateize all Flight Instructors in North Dakota via this Newsletter, to ascertain how many would attend and would also supply aircraft, if possible. Gas and oil will be supplied by the North Dakota Aeronautics Commission. It is urged that all instructors who would like to attend, complete the attached form below and return to the Aeronautics Commission before the 15th of February, 1965.

Since the Course is limited to 15 CFI's, selections will be made on the basis of the most active and whose attendance would be of value to the aviation industry and aviation safety in North Dakota.

APPLICATION

North Dakota Aeronautics Commission
FLIGHT INSTRUCTORS REFRESHER AND STANDARDIZATION COURSE
March 29 to April 3, 1965
Bismarck, North Dakota

Date

Name __________________________ Address __________________________

Telephone: Resident ___ Business ___

License Type ___ No. ___ Date ___

Ratings ___ Date ___

Medical Class ___ Date ___

North Dakota Aeronautics Airmen Registration Number __________________________

Flight Hours as Instructor ___________ Other ___________ Total ___________

Students presented for final tests last 12 months: Private ___ Commercial ___ Instrument ___ ATR ___

Ground School Ratings

I have an Aircraft that I can use for the Course - Yes ___ No ___

Make __________________ Model __________________ Year __________________ N.D. Registration # __________________

Signature __________________

Complete and return to the North Dakota Aeronautics Commission, Box U, Bismarck, N.D. by February 15, 1965.
Never throw a frisbee on the ground; the frisbee is always up.

Because the frisbee is always up, the frisbee can never land on the ground. Therefore, it is not possible to throw a frisbee on the ground.

If you throw a frisbee on the ground, it will land on the ground. Therefore, it is not possible to throw a frisbee on the ground.
ACCIDENTS

PILOT: Jim Severson - 806-7th Ave. South, East Grand Forks, Minnesota
PILOT TIME: 10,000 hrs. TT - Commercial ASEL, Age 37
AIRCRAFT & DAMAGE: Cessna 180 - Gear box, fuselage skin and door post bent.
INJURIES: None
PILOT STATEMENT: While landing at Langdon, N.D. my passenger had his knees in the
way of the control column and I could not get the stick back. I hit a log at the end of
the field with the wheels. I let my passenger out and returned to Grand Forks to change
it, as it was running hot because of light oil. I then found damage to the
gear box.

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PILOT: Laurie D. Hartwig, Edgeley, North Dakota
TIME & PLACE: October 16, 1964 - 10:30 a.m., Edgeley Airport
PILOT TIME: 2100 hrs. TT - Commercial, ASEL, Age 60
AIRCRAFT & DAMAGE: Cessna 140 - Damage to right wing, right landing gear and some
damage to fuselage.
INJURIES: None
PILOT STATEMENT: In landing at Edgeley Airport at about 10:30 a.m. on October 16, 64
we encountered a stiff cross wind. The east west runway being the only strip at the
airport, we landed east. After landing and making our way to the hanger, a gust picked
up one wing and pushed aircraft over on side, breaking off landing gear and damaging
one wing.

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PILOT: John P. Jenson - 2421 University Ave., Grand Forks, N. Dak.
TIME & PLACE: October 31, 1964 - 10:30 a.m., Grand Forks, N. Dak.
PILOT TIME: 7800 hrs. TT - Commercial ASEL, Age 32
AIRCRAFT & DAMAGE: Champion - Left landing gear, wings, windshield damaged.
INJURIES: None
PILOT STATEMENT: I was towing a banner and had just unhooked it at the south end of
the Grand Forks Airport and reduced power to land and touched down in a tail low
wheel landing, the tail started to come up and I applied power with the stick back,
but the tail would not come down and the airplane ended up on its back.

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PILOT: Jerome Johnson, Fosston, Minnesota
TIME & PLACE: November 16, 1964 - 9:15 a.m., Four miles north of Michigan, N.D.
PILOT TIME: 5000 hrs. TT - Commercial, ASEL, Age 36
AIRCRAFT & DAMAGE: Cessna 180 - Damaged right and left wing, vertical fin and rudder,
prop, cowl, and under carriage.
INJURIES: None
PILOT STATEMENT: While landing on a road in a southerly direction, I corrected for
a slight cross wind with the left brake which blew out the left tire and pulled us
sharply to the left side of the road and turned over in the ditch.

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BUSINESS OPPORTUNITY - "AIRPORT OPERATOR WANTED"

Excellent opportunity for Commercial Pilot-Instructor - A & E & I - Large spraying
territory - 12 Private planes based on field, Good Hangar-shop, low rent, small inves-
tment will handle. Write or phone Cecil Holby, Hettinger, N.D. 567-3521 or 567-2456 or

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POSITION WANTED: Experienced AG Pilot wants North Dakota 2-40 work coming season.
14 years experience, 450's on down, prefer PA-18 or Pawnee, etc., 51 years old, but
not bold, 12000 hours total time. Absolutely no booze. Contact Herb Eichner, 1214-8th Ave., Helena, Montana

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FOR SALE: 1965 Cessna Skyhawk, TT 20, King 150A - Fire Extinguisher, 35 Amp Gen.
Headrest (two) - Heated Pitot, Rotating Beacon, Rear View Mirror, Rear Seat Vents,
Delivered at $14,172.71; 1962 Cessna 210B, TT 625 - 278 since new cylinders, Full
panel - MKV - Mk 10 - Dual Omni - ADF - Auto pilot - dual controls - Vertical and
reclining seats - Rear Seat Vents - Rotating Beacon - Ground service plug - Long range
tanks - Courtesy lights - very clean and ready to go for only $18,500. Will trade and
finance; 1964 Cessna 172 - TT 22B - Mk IV - 35 Amp Gen. Rear seat vents - dual contro-
primary panel - a good buy at $9,300; 1964 Cessna Skyplane - TT-220 - Nav/Comm 300-
dual controls - Rotating Beacon, Rear seat Vents - Full flow oil filter - Head rests
(two) - Ground service plug. A beautiful white and yellow, list price $19,958.75
Now $15,700.00; 1959 Champ - Full electrical Superhome. Contact Ahmann's Flying
Service, 1904 - 3rd St. N.W., Minot, North Dakota Tel: TE8-4873 or TE3-3191

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FOR SALE: 2 Sets Federal Hyd. wheel Skis for Super Cub and Cessna 180; 1 Set Federal
A1500; 1 Set Federal 1500; 1 Set Call Air Clamp ons for Cub. Contact Air Mart,
Box 239, Minot, N. Dak. Telephone 834-0280

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