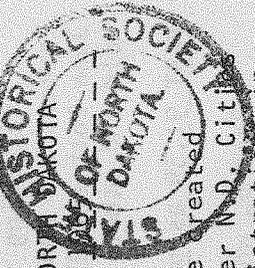


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NORTH DAKOTA AVIATION NEWSLETTER

NORTH DAKOTA
AERONAUTICS COMMISSION
BOX U

PUBLISHED BI-MONTHLY IN THE
INTEREST OF AVIATION



NORTH DAKOTA CITIES FAVOR AIRPORT AUTHORITY TYPE OF ADMINISTRATION

The cities of Tioga, New Town, Regent, Watford City and Bowman have created Municipal Airport Authorities to administer their public airports. Other N.D. Cities planning or leaning towards a Municipal Airport Authority type of administration, include Kenmare, Carrington, Hazen and Towner.

The 1965 Session of the State Legislature also granted the State Aeronautics Commission all of the powers of an airport authority, except powers to issue bonds, for the purpose of building and operating the International Peace Garden Airport and Border Airport at Noonan, N.D.

A Municipal Airport Authority can be created by a resolution adopted by the City owning an existing airport, or for that matter, having no airport at all and for the purpose of planning and building a new airport. The resolution adopted also appoints five airport authority commissioners, who then constitute a new body both corporate and politic, for the purpose of administration of the airport.

The five airport commissioners of a municipal airport authority have almost unlimited powers, including the power to hire personnel, airport management, powers to execute contracts, to plan, establish, develop, purchase, operate, regulate and protect the airport. Also powers of eminent domain for acquisition of land or airspace; power to certify a tax levy to the city or political subdivisions that created it (provided that it does not exceed 4 mills on property); power to accept and contract for federal or state aid for airport improvements; and power to borrow money and issue revenue bonds.

A Municipal Airport Authority removes the active administration of a public airport from the hands of the City Commission or City Council and places it into the hands of a five man commission of local citizens, who generally have no other major interest other than the interest of promoting and improving the airport.

In many communities, the City Commission or City Alderman have so many problems connected with running a city as a whole that the airport receives very little attention, unless the city is large enough to hire a full time airport manager.

A Municipal Airport Authority is a solution to this problem, since active and interested aviation minded commissioners may be appointed to an airport authority, when it is created.

State laws permit the formation of several different types of airport authorities.

- (1) A Municipal Airport Authority which involves only one city and usually one airport
- (2) A Regional Airport Authority which may combine one or more cities, or the county or any combination for the purpose of owning and operating more than one airport in a geographical region. A Regional Airport Authority may also exercise its powers beyond state borders into neighboring states, providing the adjacent state has similar enabling legislation and reciprocity.

The City of Bismarck recently adopted all of the powers of an Airport Authority by adopting a resolution and the appointment of the incumbent city commissioners as having the powers of a Municipal Airport Authority. Under the powers of an Airport Authority, revenue bonds for financing improvements on an airport may be sold without an election. By using the powers of an Airport Authority, Bismarck issued and sold \$600,000.00 in 20 year airport revenue bonds to finance a new administration building with a low interest bid of 3.14%.

Other cities interested in creating an Airport Authority should contact the State Aeronautics Commission for guidance and suggestions.

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AIRCRAFT REGISTRATION DEADLINE

Saturday, May 15, 1965 is the deadline for the state registration of aircraft for 1965. To date, 730 civil aircraft have been registered with the State Aeronautics Commission. Aircraft registration applications postmarked after May 15th, are subject to delinquent penalties at the rate of ten cents per day for the first 15 days and \$2.00 for each additional 30 day period. 75% of the aircraft registration fees collected by the Aeronautics Commission are returned to the County and airport where the aircraft are based for maintenance and improvements at local airports.

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N.D. AIRMEN REGISTRATION RENEWALS COME DUE IN JUNE, 1965

In mid-June, applications for a two year renewal of State airman registrations will be mailed to 1,500 Private and Commercial rated pilots and 800 Student pilots in North Dakota. All state airman's registrations expire on June 30, 1965. The renewal airman registrations are issued for a two year period and will expire July 1, 1967. Private and Commercial pilot registrations are renewed for \$3.00 and Student renewals for \$1.50.

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AERIAL APPLICATOR SEMINARS AT GRAND FORKS AND MINOT DRAW TOP ATTENDANCE

Aerial applicator Seminars held this year at GrandForks & Minot in April, drew an all time high attendance for two meetings with 185 pilots, aerial applicators and chemical representatives attending the sessions. The seminars were sponsored by the N.D. Aeronautics Commission, with the cooperation and assistance of the FAA, Fargo; the Extension Service, N.D. State University, Fargo and the U.S. Dept. of Agriculture. Minot fielded 93 registrations while Grand Forks 92 registrations.

FLYING_FARMERS_AND_RANCHERS_CONVENTION--June_26_&_27,_1965

According to Eugene Linderman, New Rockford, President of the N.D. Flying Farmers and Ranchers Association, the annual convention will be held at Carrington, June 26th and 27th, 1965. Annual election of officers and Board of Directors will be held and other routine business acted on.

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PART_91.39_as_pertaining_to_Part_21,_formerly_Part_8

Part 8, which formerly dealt with aircraft in the restricted category (crop sprayers, etc.) has been renumbered as Part 21 and Part 91; reproduced for your information from the Federal Register, effective March 27, 1965.

91.39 - Restricted category civil aircraft; operating limitations.

- (a) No person may operate a restricted category civil aircraft:
 - (1) For other than the special purpose for which it is certificated; or
 - (2) In an operation other than one necessary for the accomplishment of the work activity directly associated with that special purpose.
- (c) No person may be carried on a restricted category civil aircraft unless:
 - (1) He is a flight crewmember;
 - (2) He is a flight crewmember trainee;
 - (3) He performs an essential function in connection with a special purpose operation for which the aircraft is certificated; or
 - (4) He is necessary for the accomplishment of the work activity directly associated with that special purpose.

Editors Note: Contrary to the restrictive tones of Part 91.39, in reading the preamble to the Part in the Federal Register, we find that as an example, they construe, Quote: "as necessary for the accomplishment of the work activity directly associated with the special purpose for which the aircraft is certificated" and quoting further, "for example, a farmer contracting for crop dusting may have to go up in the aircraft either during or before the actual operations to show which field should be dusted".

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AIRCRAFT_AUCTION_TO_BE_HELD_AT_MANDAN,_NORTH_DAKOTA,_MAY_17th.

Monroe Chase of Mandan, N.D. as agent representing the Jack McVicker Co., auctioneers and realtors of Garden City, Kansas, announced that an aircraft auction will be held at the Mandan Municipal Airport Monday, May 17th and every 60 days thereafter, on the third Monday of the month.

The Auction will begin promptly at 1:00 p.m. rain or shine and it is expected that approximately 30 aircraft of all types will be on hand, including a Grumman Widgeon. Mr. Chase emphasized that anyone could consign aircraft for sale and he mentioned that now would be an ideal time to move a sprayer that is not needed or a chance to secure one.

Chase further stated that a \$50.00 per plane non-returnable consignment charge will be made at time of consignment. A sales fee of 3% of gross price of plane with a \$100.00 minimum being charged. Buyers will be furnished with a clear bill of sale. All guarantees will be between buyer and seller. Settlements must be made day of auction with cash or certified funds. He asked that all airplanes consigned be in and on the ground at least three hours prior to each auction. Tie-downs will be furnished for planes being sold.

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SOARING_CLUB_FORMED_AT_GRAND_FORKS_(WITH_SAILPLANE)

Jerome Dunlevy, Jr., 924 Belmont Road, Grand Forks, N.D. has informed the N.D. Aeronautics Commission that a Soaring Club has been formed at Grand Forks known as the Sioux Soaring Club.

The Club has a Schweizer 2-22C, two place sailplane which they believe is the first to be registered in N.D.. Dunlevy has been appointed Soaring Governor of both Dakotas and is interested in contacting anyone interested in soaring.

To the knowledge of the Aeronautics Commission, the only registered Glider Instructors are James Montgomery of Grand Forks and Everett Keller of Bisbee, N.Dak.

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FLIGHT_INSTRUCTOR'S_REFRESHER_&_STANDARDIZATION_COURSE_A_SUCCESS

Twenty certified flight instructors, representing a good share of the active instructors in the state, successfully completed a week long course at Bismarck recently. Subjects covered besides actual flight instruction were Flight Maneuvers, Instruments, Air Traffic Control, Meteorology and Psychology of Training. Those attending, (first four named, acted as tutors) were:
Elton Lee Barnum and James A. Peterson from Fargo; William H. Champion, Bismarck, Alfred C. Pietsch, Minot.

Anne R. Anderson, Minot; Leigh R. Aslaksen, Jamestown; Clifford H. Beeks, Washburn; Arnold A. Benson, Devils Lake; Maurice D. Birkholz, Minot; Eugene Engel and James W. Ewers, Mandan; Palmer Foss, Devils Lake; Martha Gaunce, Williston; Ray D. Horne, Penn; Ernest Knutson, Tioga; James Montgomery, Grand Forks; Roger L. Pfeiffer, Dickinson; William D. Ramey, McHenry; A.E. Saunders, Forman; Robert P. Wells, Langdon.

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ACCIDENTS

Pilot: R. Lee Meuret, 1350 Central Ave., Valley City, N.D.
Time & Place: January 3, 1965 - 11:45 a.m. - Valley City, N.D.

Pilot Time: 195 hrs. TT, Private, ASEL, age 33

Aircraft & Damage: Cessna 172 - Bent propeller, damage to front wheel fairing and left wing tip.

INJURIES: None

Pilot Statement: I was on a flight plan from Mankato, Minn. to Valley City, N.D. I closed my flight plan with Jamestown radio and they were reporting a wind of 19 knots from 180 degrees. The wind was less in Fargo. After I was on the runway, a gust of wind drifted me to the left side of the runway and I was unable to avoid hitting one of the landing lights. I was probably going about 10 or 15 miles per hour by the time I hit the light. When the plane came to a stop (upon hitting the light) the nose lowered enough for the propeller to hit the snow and at that time the wind got under the right wing causing the left wing to hit a snow bank. After I was on the ground the wind appeared to be from the southwest giving about a 90 degree cross wind. From the air it appeared more from the direct south. In the winter time, there is only the one runway in use. There was some packed snow and ice on the runway.

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PILLOT: Everett J. Luther, 101-2 Dakota Ct., Minot, N. Dak.

Time & Place: January 16, 1965 - 7:30 p.m. - Harvey, N.Dak.

Pilot Time: 7000 hrs. TT, Commercial, FI, AS&MEL, Sea, Age 46

Aircraft & Damage: Cessna 120 - Damaged wing tip, propeller, cowl, vertical stabilizer, and rudder.

INJURIES: None

Pilot Statement: Taxied out for tak-off from Harvey to Minot. Encountered one drift on taxiway. Runway had generally 1-3 inches of snow. Crosswind from left approx. 30° Aircraft accelerated slowly. At time of approximately reaching tak-off speed, felt slight pull to right and deceleration. Corrected to left and attempted to pull off. Encountered sudden deceleration, nosed over. After righting airplane, found right wheel locked and impacted with snow and ice. Wheel thawed next day, turned freely. Had landed approximately 6:00 p.m., no difficulty or hazards noted.

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PILLOT: Frank Santineau, 1713 Rosser, Bismarck, N.D.

Time & Place: January 21, 1965 - 10:00 a.m. - 6 miles south of Oakes, N.D.

Pilot Time: 1735 hrs. TT, Private MEL, age 44

Aircraft & Damage: Piper PA-18, Damaged right wing, landing gear, fuselage.

Injuries: Minor head injuries.

Pilot Statement: We were turning to come in on a fox and it stalled out. Just before we saw the fox, we flew through some warm air because my windshield fogged up for a minute and then it cleared up. After we crashed, there was some frost on the wings.

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PILLOT: Gary A. Lentz, Carson, N. Dak.

Time & Place: February 5, 1965, 4:30 p.m. - Broadhead Airport, Carson, N.D.

Pilot Time: 126 hrs. TT, Private, ASEL, Age 28

Aircraft & Damage: Aeronca 15 AC, Damaged nose cowling, windshield broken, prop bent, damaged right wing.

INJURIES: None

Pilot Statement: Returning from Dickinson to Carson and on the landing roll left wheel caught excessive snow pulling plane to left into snow bank, noseing over.

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PILLOT: Charles Anderson, Forman, N.Dak.

Time & Place: February 6, 1965 - Forman, N. Dak.

Pilot Time: 1200 hrs. TT, Private, ASEL, Age 37

Aircraft & Damage: Cessna 170B, Damaged fuselage surrounding right landing gear.

INJURIES: None

Pilot Statement: None

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PILLOT: Richard K. Runkle, 1401 N. 1st St., Grand Forks, N. Dak.

Time & Place: February 6, 1965, 1750 p.m. - Lakota Airport, Lakota, N.Dak.

Pilot Time: 920 hrs. TT, Commercial, AS&MEL, Instrument, Age 25

Aircraft & Damage: Champion, Nose gear failure on impact with snow drift, bent prop, left main gear failure.

INJURIES: None

PILLOT Statement: Flight plan was filed at Grand Forks International airport for VFR round robin and Fargo. Take off was made at 1430 L and flight uneventful to Fargo above clouds. Below minimum conditions were reported upon arrival at Fargo and recommended return flight to Grand Forks. VFR plan refiled for Grand Forks. Upon return to Grand Forks VOR below minimum condition existed (obscured 3/8 vis) and were requested to hold at VOR for 30 minutes. After complete area weather advisories were received, decision was made to fly to Devils Lake Airport on only available field. Reached the clear approximately 25 miles west of Grand Forks AFB and received weather advisories continuously. Precautionary landing was made at Lakota Airport, due to fuel shortage and resulting accident occurred direct to snow drifts.

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PILLOT: Buck O. Ryder, Froid, Montana

Time & Place: February 18, 1965, 12:25 p.m. - 5 miles East of Blaisdell, N.D.

Pilot Time: 120 hrs. TT, Private, ASEL, age 52

Aircraft & Damage: Cessna 172 D, Aircraft total loss.

INJURIES: Fatal to pilot and passenger (Marlin A. Grandell, Medicine Lake, Montana

ACCIDENTS - continued (Buck O. Ryder - FATAL)

Investigation revealed - That while the specialist briefed the pilot before his departure at 1158 CST Minot, the 1200 CST sequence gave Minot as balloon measured of 600 overcast with a 7 mi visibility and very light snow grains, temperature of 20 degrees with a dew point of 17 degrees, wind of 350 degrees at 3 knots.

Minot's elevation is 1723' while the elevation of the crash site is approximately 2300' which resulted in a pinching out of ceiling in the vicinity of the accident site. Williston on the 1200 CST sequence gave the ceiling as 12000 scattered, thin overcast visibility at 15 plus and temperature of 39 degrees, dewpoint of 31 degrees, wind at 190 degrees at 4 knots.

Other pilots in the vicinity of New Town and Stanley reported that this particular cloud bank terminated to the west of Minot in a ragged line a few miles to the east of Stanley southeastward. A freezing rain was reported in the area.

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PILOT: James Wakefield, Devils Lake, N.Dak.

Time & Place: February 27, 1965 - 12:45 a.m. - 3 miles south of Bartlett, N.D.

Pilot Time: 130 hrs. TT, Private ASEL, age 20

Aircraft & Damage: Cessna 172 - Damaged wing rudder, stablizer, prop, gear, fuselage.

INJURIES: Minor

Pilot Statement: Wasn't conscious of altitude. Didn't have good reference from ground. Hit wire, made force landing without any sight of ground.

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PILOT: Verlin E. Hanson, Bartlett, N. Dak.

Time & Place: March 6, 1965 - 8 miles south of Bagley, Minnesota

Pilot Time: 413 hrs. TT, Student, ASEL, age 17

Aircraft & Damage: Cub Tri-Pacer PA-22, Damaged prop, nose wheel, engine cowl, top of ribs, both wings, rudder and fin, left wing struts.

INJURIES: None

Pilot Statement: I was on cross country flight for my private license. Flew from Devils Lake, N.D. to Bemidji, Minn. Refueled at Bemidji for flight to Fargo, N.D. After take off from Bemidji, I heard a unusual noise. I varied the throttle but this didn't make any difference in the noise. It soon stopped and it (noise) was so light that I continued my flight. Ten minutes later, I lost power from 2500 RPM to 1800 RPM. I immediately applied carburetor heat and the RPM drop to 1500. The carburetor heat failed to bring up the RPM, so I shut off carburetor heat. The RPM still remained at 1500. I worked the throttle but this failed to raise the RPM. Meanwhile, I headed for open area in a heavily wooded area. It was the only open field within range and it was downwind. My ground speed was very high when I touched down. This area was covered by about two or three feet of snow which caused collapse of nose wheel and the plane then went over on its back and came to a stop. It was impossible to maintain altitude so as to enter this field for upwind landing. On my decent to this field, I had my carburetor heat on all the time but failed to raise my RPM over 1500. Working the throttle, also failed to raise the RPM.

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PILOT: Glenn Ellis, 901 Regal Row, Dallas, Texas

Time & Place: April 8, 1965, 12:40 a.m. - Grand Forks, N. Dak.

Pilot Time: 2858 hrs. TT, Private, ASEMEL, Instrument, Age 41

Aircraft & Damage: Piper PA-23, Aircraft totally destroyed.

INJURIES: FATAL to pilot and passenger (August Teixoirs, Jr., Newark, N.J.)

Investigation revealed - That pilot had been briefed by Minneapolis, Minn. Weather Bureau by telephone at 2128 CST before departure on an IFR Flight Plan to Grand Forks, N.D. Pilot cancelled the IFR at 1225 a.m. CST and reported over the Grand Forks VOR at 1226 and was given landing information. At 1235 or 9 minutes later, he reported that he was unable to find the field and was going back to approach control. Aircraft was advised that it was over the airport prior to the crash by the Grand Forks Air Force Base radar approach. At 1240 personnel on the Grand Forks Municipal Airport heard the planes' engine stop suddenly. Aircraft not located until early morning near the east end of the east-west runway. The 1200 a.m. sequence gave the Grand Forks weather as measured ceiling of 2800 scattered, 10,000 overcast 10 mile visibility, temp. 33, dew point 30, wind at 20 degrees at 5 knots.

Weather at time of accident was 300' $\frac{1}{2}$ mile visibility, temp. 33 degrees, fog.

The 0100 a.m. sequence gave the weather on a special as indefinite 300 ceiling, $\frac{1}{2}$ mile with fog, temp. 32, dew point 30 degrees, wind at 40 degrees at 10 knots.

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PILOT: Rudolph R. Hettich, McLaughlin, South Dakota

Time & Place: April 20, 1965, 1700 CST, Ranch land located 8 miles SE of Selfridge, N.D.

Pilot Time: 11:20 dual, 96:15 solo hrs TT, Student, age 50.

Aircraft & Damage: Piper PA-18, aircraft totally destroyed.

INJURIES: FATAL

Investigation revealed - That the pilot had departed the home ranch SE of Selfridge and proceeded to a point SE of the ranch 4 or 5 miles to inspect a fencing project on a quarter section of land that he had recently purchased. Hettich's son and a hired man were fencing on the property when the elder Hettich arrived and circled quite low over the area in preparation for a landing. From eye witness accounts and from what can be determined, the aircraft stalled completely during a right turn and a height of approximately 65'. Aircraft impacted nearly vertically, reducing the cabin area to a fraction of its original size, killing the pilot immediately.

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AIRPORTS AND OPERATORS

BOWMAN - A Municipal Airport Authority has been formed in this southwestern City of the State. Appointed to a five year term and named President is William Fisher; Wilbur Brewer was named Secretary and appointed for a four year term. Appointed for lessor terms were J.V. Maszaros, Alvin Farstveet and Roger Sterns.

As one of its first orders of business, the Authority will investigate the possibility of a Municipal Airport for Bowman.

CARRINGTON - Harold Vavra and Vernon Baltzer of the N.D. Aeronautics Commission met recently with members of the Carrington Park Commission and other interested parties to explain the desirable features of forming an Airport Authority.

Walter Beaton, a member of the Carrington Park Commission called the informal meeting. Also discussed was the possibility of paving the NW-SE runway and funding of a project of this type.

FARGO - James A. Peterson and John Q. Peterson, Fargo, announced a new company known as Flight Development, Inc., which has been designated as Beechcraft Sales and Service, with temporary offices at 105-19th Ave. North, Fargo, N.D.

James Peterson said the organization will provide aircraft rentals, sales, charter and flight and ground instruction.

HAZEN - Interest is generating in this city located near future large Hydro-Electric plants to form an Airport Authority. Many of the key personnel of these plants are locating in Hazen and need is seen for airport improvement.

KENMARE - Art Carlson, Engineer for the FAA District Airport Engineer's office, St. Paul, Minn. accompanied by Harold Vavra and Vernon Baltzer of the N.D. Aeronautics Commission made a tour recently of possible sites to relocate the Kenmare Municipal Airport. An excellent site located within a mile of Kenmare was chosen as the most logical site and a request will be forwarded for FAA site approval. The possible formation of an Airport Authority was also discussed with Senator Walter Dahlund, Mayor Leroy Sandvik and Edgar H. Miller, Chairman, Airport Committee of the Kenmare Park Commission.

MINOT - Birkholz Air Service has started operation in the new Cloud Modification Service Inc. hangar and shop located on the Minot International Airport just north of the terminal building.

A mechanic is on duty and is qualified in both A&P service. Charter is also offered in the new Comanche 400 aircraft along with crop spraying.

NEW TOWN - Construct New Airport - Authorization to proceed to construct new airport has been issued by the FAA District Engineer's office and construction is expected to begin as soon as conditions permit. The New Town Airport Authority members are to be commended for the sometime seemingly never ending battle, to secure a new airport for New Town.

PEMBINA - Construction has been completed on stage A of the Pembina Municipal Airport which consisted of re-alignment of the NNW by SSE and its regrading, grading of a connecting taxiway and the hangar and ramp area has also been accomplished.

Bids have been received and opened but no contract let for the hard surfacing of 2600 X 50' of the NNW by SSE runway and connecting taxiway.

RUGBY - Wilbur H. Finley has received the dealership of Champion Aircraft and will be selling the new Citabria and the prior model, the Challenger. His address is Box 192, Rugby, N.D. telephone - 776-5177.

TOVNER - A lighting project has been researched by the Towner Municipal Airport and plans have been made to low intensity light 2400 X 150' of the NNW by SSE runway according to Jack Fairbrother of the Fairbrother Ford Agency in Towner. The cost of materials will be approximately \$1,100.00.

WEST FARGO - Plans have been discussed and airspace clearance has been requested relative to the possibility of converting the present Skroch-Barnes Airport into a Municipal Airport.

WESTHOPE - Flying interest has been re-kindled here and three aircraft are now based at the Municipal Airport according to Mayor James H. Munn. Exploration of plans to solve drainage problems and hangar building are presently taking place.

SIDNEY, MONTANA - Our good neighbor in the Great Sky Country to the west, Sidney, Montana has advised us that an Air Show will be held Monday, July 5th at Sidney, Mont. The day will start with a fly-in breakfast in the morning with competition for light planes which will include Pylon races, bomb drops, cross country races, etc. The event is sponsored by the Aviation Committee of the Sidney Chamber of Commerce.

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FOR SALE: Howard DGA 450 hp. The best one in N.D. because it's the only one. 1962-150 Cessna MK-2; 1962-172 Cessna MK21-580 SMOH; 1957 Tri Pacer MK IV- new, 270 SMOH. Contact Grand Forks Airmotive Inc., Box 1402, Grand Forks, N.D. Tel: 772-6322

FOR SALE: Complete Aerodyne Spray unit for Super Cub. Brand new tank (110) gal. and high density booms. Priced to sell. Nate Thompson, Kindred, N.D. Tel: 428-3629.

FOR SALE: 1960 PA-18-150, 760 TT, VHT-2, landing light, large tail wheel, 2 yrs old. High density Sorenson sprayer. All very clean. Ray Horne, Penn, N.D. Tel: Penn 34.

FOR SALE: 1-150 hp Lycoming aircraft engine, 0 SMOH, new cam shaft, new bearings, chrome cylinders and everything that goes into a complete major. 1 good right and 1 repairable left wing for a 140 Cessna, 1 nose cowl for same. Walter Dahlund, Kenmare, N. Dak.

FOR SALE: 1-1960 PA-18 95 hp. Piper Cub, TT 465, equipped with a Sorenson sprayer with a 60 gal belly tank, radio, metal prop and in perfect condition. Contact Lester Hansen, Kenmare, N.D.

FOR SALE: 1947 PA-11 90 hp with 60 gal Sorensen sprayer unit. Fabric is recent, 700 hrs. on factory re-manufactured engine. Also 1 set skis for this plane. Contact Bob Hunsakor, Newburg, N.D. Telephone BR2-3402

FOR SALE: 1946 Stinson 150, 970 TT, A&E, 300 STOH, metal prop, skis, fabric good, License to Oct. 1965, new tires. Contact Charles Gehrke, Aneta, N.D.

FOR SALE: 1949 Piper PA-11, 90 hp, Dual Category, lifetime Ceconite 2½ yrs. Engine and glass very clean, metal prop and large tail wheel. New annual this month. Contact Clifton M. Albrecht, Manfred, N.D. telephone Harvey 324-2037.

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



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

FOR SALE: 1964 Cessna 172, Mark 2, Full panel, 900 TT; 1963 Cessna 210, full panel, Mark 12, 450 TT; 1963 Cessna 150, Mark 2, full panel, 0 engine time, 1200 TT on frame; 1964 Cessna 150, 450 TT on engine and frame; 1965 Skylane 182, Mark 12, full panel, 100 TT. Many others, all models, come in and test fly the Super Skymaster Twin.

Kundert Aviation Inc., Hector Field, Fargo, N. D. Telephone 232-2932.

FOR SALE: 1957 Cessna 172, primary panel, VHT 3, 690 SMOH; 1964 Cessna Hawk, 350 TT, Full panel, MK 12-VOA 6; 1957 Cessna 182, 620 SMOH, MK2-ADF, full panel; 1956 PA18A, 200 SMOH, 90 gal Sorensen, Fresh annual, ready to go; 1955 PA18A, new cover, 190 SMOH, 2000 TT, Fresh annual, new inside unit and duster, 1965 paint, priced to sell; 1953 PA18, 135, 40 STOH, new cover on wings, 90 gal Sorensen Sprayer, ready to go; 1952 PA18 125, 300 SMOH, Chrome engine, new cover 1961 Aero Dyne Sprayer, new license; 1964 Pawnee, 235 Sprayer, only 88 TT since new; 1962 Pawnee 150, 550 TT since new, 300 on new engine, Fresh annual; 1961 PA-18, 150, 1100 TT, 180 STOH, new license, ready to go to work; 1964 Mu 4 Maule, 140 TT, primary panel, VHT 3, terrific buy; 1957 A-4 Callair 150, 0 SMOH, rady to go; 1955 PA18, 135, 550 SMOH, New glass and license, 90 gal Sprayer; 1961 PA24-250, Comanche- auto flight, 0 SMOH, engine and prop, MK, 5 MK, 6 Piper Auto Nav; Have for exchange the following engines, all new and reconditioned, ready to go: 1-0-320A 150 Lyc; 1-0-290-D 125 Lyc; 1-0-235-C1 115 Lyc; 1-C-90-12 Cont; 1-C-85-12 Cont; 1-0-470 Lyc; 1-0-540-A1D5 Lyc. 250. The above engines are 0 time, overhauled in our shop and carry a new engine warranty. 1960 PA24-250 Auto Flight MK2-ADF Full panel, Repo-take over payments, Name your deal. Contact Mid-State Aviation Inc., Box 517, Mandan, North Dakota. Tel: 663-6431 or evenings call 663-8941.

SEE AUCTION STORY ON PAGE 2 FOR MORE AIRCRAFT.