

NORTH DAKOTA AVIATION NEWSLETTER

NORTH DAKOTA
AERONAUTICS COMMISSION
BOX U

PUBLISHED BI-MONTHLY IN THE
INTEREST OF AVIATION

BISMARCK, NORTH DAKOTA
September, October, 1965

2ND ANNUAL INSTRUMENT REFRESHER COURSE TO BE HELD IN MINOT, OCTOBER 30th and 31st.

All pilots with instrument ratings or interested in instrument flying are urged to attend the two day instrument refresher course at the Ramada Inn at Minot on October 30th and 31st.

The North Dakota Aeronautics Commission with the cooperation of the General Aviation District Safety Office of Fargo and the FAA Flight Academy of Oklahoma City are sponsoring the event.

The idea of the course was originally conceived by Major James A. Peterson of the N.D. Air National Guard of Fargo, N.D., where the first refresher course was held in 1964.

The course has been redesigned and split into a Basic and Advanced Section, so as to better fit the demands of the pilots interested. To attend the advance section, it will be necessary to show evidence that you have at least passed the written section of a instrument rating. The basic section is open to one and all.

The entire course is designed to review fundamental subjects as they affect the pilot and aircraft flying under instrument conditions and is presented free of charge to all who wish to attend. The majority of the lectures will be by specialists from the FAA Flight Academy, GADO and the U.S. Air Force.

The Ramada Inn has been chosen because of its ideal location and proximity to the Minot International Airport for those flying in to the course. Reasonable rates have been secured for those wishing to stay overnight October 30th and the Inn has free transportation to and from the airport. Those wishing accommodations are asked to make reservations direct with the Ramada Inn. State that you are attending the Instrument Refresher Course.

The cost of the Banquet, lunches, coffee breaks and refreshments will be covered in a package fee of \$10.00, optional to those attending. Banquet tickets can be purchased separately for those wishing to do so.

The complete course agenda follows:

SATURDAY - OCTOBER 30

BASIC

0830 - 0845
0845 - 0900
0910 - 1000
1000 - 1020
1020 - 1100
1110 - 1200
1200 - 1300
1300 - 1350
1400 - 1450
1450 - 1500
1510 - 1600
1600 - 1700
1700
1830

REGISTRATION
INTRODUCTION

WEATHER

COFFEE

WEATHER

LUNCH

NAVIGATION AIDS

NAVIGATION AIDS

NAVIGATION AIDS

COFFEE

FLIGHT INSTRUMENTS

PSYCHOLOGY

HOSPITALITY
BANQUET

SUNDAY - OCTOBER 31

0830 - 0940
0940 - 1000
1000 - 1050
1100 - 1200
1200 - 1300
1300 - 1350
1400 - 1450
1500 - 1530

FLIGHT INSTRUMENTS

COFFEE

AIR TRAFFIC CONTROL

RADIO & IFR EMERGENCY

LUNCH

FLIGHT PLANNING

REGULATIONS & FLT SURGEON

FLYING SAFETY & CRITIQUE

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ADVANCED

FLIGHT INSTRUMENTS

FLIGHT INSTRUMENTS

WEATHER

WEATHER

PSYCHOLOGY

NAVIGATION AIDS

NAVIGATION AIDS

AIR TRAFFIC CONTROL

RADIO & IFR EMERGENCY

REGULATIONS & PUBLICATIONS

FLT SURGEON AND PSYCHOLOGY

FLT PLANNING & SHORTHAND

FLYING SAFETY & CRITIQUE

INTERNATIONAL PEACE GARDEN AIRPORT IS OFFICIALLY OPENED - CUSTOMS SERVICE OFFERED

The International Peace Garden Airport, built by the North Dakota Aeronautics Commission, is officially opened as of October 26, 1965. The formal dedication of the Airport, however, will be held over to 1966.

In conjunction with the official opening date of the Airport, over 600 letters will be mailed from Dunseith, N.D. as commemorative mail of the opening date to persons all over the U.S.A. who have requested such mail. Mr. Robert Leonard, Dunseith Commercial Club is in charge of the mailing.

INTERNATIONAL PEACE GARDEN AIRPORT IS OFFICIALLY OPENED - continued

The Airport is built on 50 acres of land located on the east side of State Highway #3 just opposite the entrance to the International Peace Garden and near both U.S. and Canadian Highway Customs Offices. The site is entirely within the U.S.A. and adjacent to the International Boundary.

The Airport has a NW-SE turf runway 3,000 ft. X 150 ft. wide with space off the runway for parking 25 aircraft. The Airport is identified on the Minot U.S. Aero-nautical charts. Runway elevation is 2,311 ft. AMSL. A graveled entrance road and parking area is provided for automobiles picking up aircraft passengers.

Private aircraft may clear both U.S. Customs and Canadian Customs. The Aero-nautics Commission has licensed and installed dual MARCO UNICOM trans-receivers at both the U.S. Customs and the Canadian Customs Highway Offices. These units receive and transmit on 122.8 Mc. Pilots may call either U.S. or Canadian Customs for giving either office advanced arrival notice on 122.8 Mc. These units automatically monitor each other. In addition, the two stations are tied together with ground interphone links.

For aircraft with no radio, both U.S. and Canadian Customs may be reached by telephone. Both U.S. and Canadian Customs are open seven days per week. Sunday and Holiday overtime charges at the U.S. Customs will be minimal. Less than \$4.00, when a U.S. Customs official is on duty and no charge when U.S. Immigration Inspector is on duty, while Canada makes no overtime charge. Normal hours - no charge at the U.S. Customs.

Here is the way the UNICOM radio system operates. Aircraft northbound into Canada are not required to give advanced notice to clear Canadian Customs, but your clearance will be greatly expedited if you call Canadian Customs on 122.8 Mc and give your ETA at International Peace Garden Airport. They will have an inspector on hand at the airport to give you immediate service.

All aircraft southbound from Canada to International Peace Garden Airport for Customs clearance must give U.S. Customs advanced arrival notice. This is done by calling U.S. Customs on 122.8 Mc while still in Canada and giving them your estimated time of arrival and requesting inspection. The UNICOM radio system has been flight checked and both U.S. and Canadian UNICOM radios have a range of at least 40 miles.

If for any reason you cannot get an answer from U.S. Customs on 122.8 Mc, then direct your radio call to Canadian Customs and request that Canadian Customs relay your notice of arrival time and name to U.S. Customs, for the purpose of official advanced notice of intended arrival for inspection.

Remember the Airport is entirely within the United States, thus advanced notice of arrival is required to U.S. Customs for aircraft returning from Canada and in reverse, advanced notice is not required if you intend to clear at International Peace Garden into Canada.

If you are within the United States and merely desire to fly to the International Peace Garden Airport, no advanced notice is required to either U.S. or Canadian Customs. * * * * *

NORTH DAKOTA FAA APPROVED SCHOOL FOR AIRFRAME AND POWERPLANT MECHANICS

Kundert Aviation, Inc., Fargo, North Dakota is organizing an FAA approved school for training powerplant and airframe mechanics under the new Federal Manpower Development Training Act set up by Congress for training under-employed or unemployed persons for new occupations that are in demand in North Dakota.

Lee Barnum, Chief Instructor of Kundert Aviation, Inc., Fargo, announced that the curriculum for the Powerplant (engines) course had been approved by the FAA and will be offered first followed by the Airframe course later. The course will take 18 months to complete.

Students taking the 'Powerplant' or 'Airframe' courses will be qualified to pass the FAA tests to obtain an FAA Powerplant Mechanic rating upon graduation, or 'Airframe' rating.

Trainees should be high school graduates or the equivalent. The course is designed to provide persons having the necessary aptitudes with the basic knowledge and skills to enter industry as an aviation mechanic.

Under the Federal Manpower Development Training Act, once the school is approved and applicants accepted for the aviation mechanic training course, the students will have their tuition paid for them by an appropriation made by Congress, under the Federal Manpower Development Training Act.

In addition, trainees that are accepted will be allowed weekly subsistence and housing allowances, which can run anywhere from \$35.00 to \$95.00 per week. Both the tuition and the expense allowance are grants underwriting the re-training of individuals qualifying under this program.

Under the program, persons may be enrolled from North Dakota as well as Minnesota and South Dakota, as long as the resident state approves of the enrollment.

At this stage, the school would like to inquire as to the extent of interest in a aviation mechanic school. Persons interested in the aviation mechanics training course under the Federal Manpower Training Act provisions, should write to Mr. Lee Barnum, Chief Instructor, Kundert Aviation, Inc. (Hector Airport) Box 1467, Fargo, North Dakota.

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MUNICIPAL AIRPORT AUTHORITIES CONTINUE TO GAIN IN NORTH DAKOTA

This past summer three more North Dakota cities created Municipal Airport Authorities for administration of their airports. These are located at Kenmare, Carrington and Stanley. Both Kenmare and Carrington Airports were previously administered by Park Boards.

The Attorney General has ruled that a Park Board can transfer all of its title in an airport and its airport fund to a Municipal Airport Authority when created by the City involved.

Recently, representatives of the Aeronautics Commission held meetings at Harvey and Fessenden, with both cities leaning towards the idea of creating an airport authority. Harvey is interested in a hard surfaced runway, taxiway and ramp; Fessenden is interested in building a landing strip for general aviation aircraft. Fessenden doesn't have any airport at present.

The speed under which a Municipal Airport Authority may act is demonstrated by Carrington, N.D. The City of Carrington created a Municipal Airport Authority in the summer of 1965. The Authority took over the airport and the airport fund, which was formerly administered by the Carrington Park Board.

The Carrington Airport Authority in the matter of several weeks issued revenue bonds in the amount of \$35,000. for the purpose of paving two runways. The bonds were issued and sold at 3-3/4% interest, with a planned seven year capitalization. The Authority certified a 4 mill levy, which along with the farming income from the airport will pay off the bonds and interest in about seven years. By State Law, Airport Authority revenue bonds interest income is tax exempt from both state and federal taxes.

In the meantime, an engineer was hired and the paved runways designed. In mid-August, the Carrington Authority entered into a contract with a construction firm, which was paving Carrington city streets for the hard surfacing of two runways; NW-SE - 2600 ft. X 50 ft. and the NE-SW runway 2,200 ft. X 40 ft. wide, at a total cost of about \$33,000.00 or \$1.38 per square yard. Specifications call for a base of 5 inch soil cement and one inch hot mix asphalt overlay. The soil cement base is expected to be completed this fall and the hot mix wearing surface in the spring of 1966. There is no federal-aid funds involved in the project.

The Aeronautics Commission has drafted a uniform resolution which can be used by a City Commission or a City Council for creating a Municipal Airport Authority in accordance with state laws. The Authority, when created, has five commissioners appointed; has independent status, the power to levy taxes for airport construction and improvements; power to enter into contracts, issue and sell revenue bonds without an election; and adoption of rules and regulations for administration of the airport. Other cities or persons interested in creating an Airport Authority should contact the State Aeronautics Commission for guidance and information.

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AERONAUTICS COMMISSION PAYS COUNTIES SHARE OF AIRCRAFT FEES

This month, the Aeronautics Commission mailed checks to 52 Counties for a total disbursement of \$13,349.81, which represents the counties' apportionment of the aircraft and aerial spraying license fees collected in the state. A total of 971 aircraft were licensed. The county apportionment of funds amounts to 75 percent of each resident aircraft registration and 50 percent of the aerial spraying fees collected. The County Treasurer in turn must pay the proceeds to municipalities within the county owning and operating public airports. The funds are earmarked for airport construction, maintenance or improvements. The ten top counties in the state with number of aircraft follow: Cass - 99; Grand Forks - 81; Ward - 77; Williams 52; Burleigh - 44; Stutsman - 35; Barnes - 33; Richland - 31; Bottineau - 27 and Walsh 27.

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AIR TAXI OPERATORS AUTHORITY EXTENDED AND GIVEN AIR MAIL RIGHTS

The Civil Aeronautics Board announced effective November 4, 1965 that Part 298 of the Board's regulations, authorizes the operation of air taxi companies for an indefinite period.

At the same time, the CAB granted air taxi operators, for an experimental period of three years, authority to carry mail within the 48 contiguous states and Hawaii on a service mail rate basis to be paid by the Postmaster General. There are now some 3,000 air taxi operators in the U.S. engaged in direct transportation of persons and property, most of whom fly on a 'request' basis, although about 60 are providing scheduled service.

Air taxi operators are restricted by the CAB to the use of light aircraft under 12,500 pounds maximum weight and they do not hold certificates of public convenience and necessity issued by the CAB.

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NEW RULE PROPOSED BY CAB TO PERMIT AIR TAXI USE OF JET AIRCRAFT

The Civil Aeronautics Board has proposed to amend Part 298 of its regulations to permit air taxi operators to use jet aircraft over 12,500 lbs. (certificated take off weight) up to 25,000 lbs., provided that the maximum passenger capacity does not exceed 12 persons. Interested persons may participate in the proposed rule making by submitting 10 copies of written data to the Docket Section, CAB, Washington, D.C. on or before November 8th.

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AVIATION & JET MOTOR FUEL TAX MEASURE BECAME EFFECTIVE JULY 1, 1965

House Bill 660 passed by the N.D. Legislature became effective July 1, 1965. The law imposes an excise tax on all sales of aviation gasoline and jet motor fuel used by aircraft at the rate of 2% of the sale price.

The new tax is deducted from the "Claim for Refund" when submitted to the State Auditor upon all purchases invoiced on July 1st or later. The State Auditor has ruled that the sale price upon which the tax is figured shall be the sales price less 6¢ state and 4¢ federal tax. The net amount of the tax averages to about six-tenths cent per gallon on aviation gasoline and substantially less on jet motor fuel, because of its lower price.

House Bill 660 originally called for two cents per gallon net tax on all aviation and jet motor fuel purchases, which would have raised \$90,000. per year. The State Senate amended the bill to 2% of the sale price of these fuels. As amended and adopted, the tax measure will raise about \$18,000. per year.

The money so raised will go into an airport and landing strip construction fund under the administration of the Aeronautics Commission. Under the law, the Commission may use the funds for the purpose of matching any funds made available by political subdivisions for airport construction or improvement projects and for landing strips, paving runways, runway lighting engineering and navigational aids, in such amounts and on such projects as the Aeronautics Commission may determine. At present, there is very little in this fund, since current purchasers of aviation gasoline and jet fuel have until March 31, 1966 to claim refunds on purchases made in 1965.

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AIRPORTS & OPERATORS

NEW ROCKFORD: The Aeronautics Commission representatives recently met with the New Rockford City Commission regarding airport improvements. Chester R. Schmid, President of the New Rockford City Commission advised the Commission that it has instructed the City Engineer to prepare plans and specifications for paving the NW-SE runway 3,000 ft. X 60 ft. and related taxiway and ramp. The City Commission has decided to proceed with the project either this fall, weather permitting, or the spring of 1966.

TOWNER: Jack Fairbrother of Towner, N.D. has informed the Aeronautics Commission that all that remains to complete the lighting of 2600' X 200' of the NW-SE runway at Towner is to complete the hook up to the Otter Tail Power lines. The lights are to be controlled by a photo-electric cell and the expected operational date is October 18th.

BOWMAN: Aircraft from a radius of 200 miles attended a fly-in breakfast and informal opening of the new Bowman Municipal Airport. The landing strip has 3000' X 120' lighted and has a 30' section of gravel rolled into clay the entire length, making the strip usable in nearly all weather. Bill Fisher is Chairman of the Bowman Airport Authority.

PORTAL: This long neglected International Port of Entry Airport is to undergo some changes all for the best. Scheduled for next spring will be the re-alignment of both the NW-SE and E-W, deletion of the N-S landing strip and the remarking of all landing strips.

OAKES: The Aeronautics Commission has been informed that Oakes has completed a new landing strip of 2400' X 150'. Turf just south of the Oakes nursery in the immediate corner of the intersection of N.D. Highways #1 and 11. The strip is marked, has a wind sock and is suitable for use. Flying pheasant hunters make a note, as this is in the heart of good hunting territory.

MINOT: Victor L. Gelking, owner of Minot Aviation, announces that he has been appointed authorized dealer of Champion Aircraft, parts and accessories. He states that the new Citabria aircraft is on view in the Pietsch Flying Service showroom and either he or Al Pietsch are available to demonstrate and show the aircraft.

MINOT: Maurice Birkholz of Birkholz Air Service announces that Ground School and Flight Training are being started now for all courses and ratings on Private Pilot, Commercial Pilot, Instrument Pilot, Flight Instructor and Instructor Flight Instructor. See the firm for prices. Complete financing can be arranged. New Piper aircraft will be used in the flight training and all aircraft will be stored in their new heated hangars he further stated. Birkholz also said that his firm had been appointed an Authorized Sales and Service Headquarters for Piper aircraft and he will be handling the entire Piper aircraft line.

FARGO: Ed A. Skroch, President of Skroch Aviation Inc., has announced that the Fargo City Commission has authorized a 10 year lease on Hector Airport to his firm. The lease is for a tract 100 feet by 200 feet, on which Skroch said the Skroch Aviation plans to construct an 85' X 75' shop and sales headquarters and a 100' X 100' aircraft storage hangar. Construction is to proceed before winter, weather permitting he added. Skroch Aviation Inc. is a authorized Piper aircraft dealer and is presently operating off the Southwest Fargo airstrip.

SOUTHWEST FARGO: This municipality has taken over the operation of former Barnes Skroch Airport and is to operate it on a municipal status. The City has rented 27.1 acres from H. A. Barnes for a period of 10 years and has secured airspace clearance to operate the field, although it is within the confines of the Hector control zone.

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ACCIDENTS

Pilot: Roger A. Lyman, Grace City, N. Dak.

Time & Place: June 16, 1965 - 7:30 a.m. - Churchs Ferry, N. Dak.

Pilot Time: 420 hrs. TT, Commercial, ASEL, Age 24.

Aircraft & Damage: Piper PA-11, Damaged left wing, fuselage, bottom cowl, prop.

Injuries: None

Pilot Statement: I was spraying this field making my runs N & S. This tree was at the south end of the field. I was going to make a flat ruddering turn around the tree and I caught a left wing on the tree, which resulted in a stall about 5 ft. above the ground. I tried to keep the plane flying but was unsuccessful.

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Pilot: Reuben Miller, Binford, N. Dak.

Time & Place: June 19, 1965 - 2:00 p.m., 6 miles north of Binford, N.D.

Pilot Time: 1800 hrs. TT, Commercial, ASEL, Age 41.

Aircraft & Damage: Piper PA-18, Aircraft total loss.

Injuries: Fractured right ankle, left arm at wrist, jaw, burns on right arm and hand.
Pilot Statement: Engaged in aerial crop spraying. Flag men were in wrong field, was circling field to be sprayed, was about cross wind when aircraft stalled, was making a left turn.

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Pilot: James V. Acosta, 2029 - 2nd Ave. N., Grand Forks, N. Dak.

Time & Place: June 27, 1965 - 17:30 p.m. - Approximately 7 miles west of Hatton, N.D.

Pilot Time: 250 hrs. TT, Private, ASEL, age 26.

Aircraft & Damage: Cessna 150 - Prop damaged, windshield, right strut.

Injuries: None

Pilot Statement: Departed Grand Forks at 1700 CST and headed SW toward Hatton, N.D. approximately 7 miles west of Hatton there is a privately owned grass strip. On 6-27-65 I made one pass over the strip and decided there was too strong a crosswind to practise any more approaches. At this time I decided to try an approach into the wind on a country road. As I was almost set up for such an approach, I merely pulled off the power and began a descend and did not see any wires until actual impact on the windshield. Soon after impact, the wire snapped, airplane landed all right so flight was continued back to Grand Forks.

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Pilot: James A. Keller, 305-25th St. N.W., Minot, N. Dak.

Time & Place: June 29, 1965, 5:15 p.m., Bisbee, N. Dak.

Pilot Time: Approximately 1000 hrs. TT, Commercial, ASEL, age 31.

Aircraft & Damage: Piper PA-11, Extensive landing gear damage, wing struts, one wing, engine mount, prop, mid-section fuselage.

Injuries: Serious

Pilot Statement: Unable to recall circumstances causing crash.

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Pilot: Anthony B. Walser, Park River, N. Dak.

Time & Place: July 2, 1965, 7:30 a.m. - Park River, N.D.

Pilot Time: 425 hrs. TT, Commercial, ASEL, age 28.

Aircraft & Damage: Piper PA-18, damaged fuselage and propeller. INJURIES - None

Pilot Statement: It was my last pass on the field. I came into the field with a normal approach. There were shelter belts on the west and north side of the field and the wind was out of the northwest. After getting down below the height of the shelter belt on my round out, I hit turbulent air, the aircraft touched the ground and the tank let go, forcing the aircraft to go over its top.

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Pilot: Lloyd C. Hazzard, 3045 - 23rd St., Boulder, Colorado

Time & Place: July 4, 1965 - 9:15 p.m. - Edgeley, N.D.

Pilot Time: 96 hrs. TT, Private, ASEL, Age 22.

Aircraft & Damage: Piper Tri-Pacer, Damaged both wings, fuselage, nose gear, prop, engine, empennage.

Pilot Statement: I was executing an approach for a landing to the east. I came over the end of the runway and touched down about 800' from the west end of runway. I touched down some 50 feet west of a runway marker which I struck with my nose wheel. This caused the aircraft to nose over coming to a stop on its top.

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Pilot: Steven M. Gowin, Glenburn , N. Dak.

Time & Place: July 18, 1965 - 12:30 p.m. - 6 miles north of Minot on Harrington Rd.

Pilot Time: 26 hrs. TT, Student, ASEL, Age 26.

Aircraft & Damage: Luscombe, Aircraft total loss. INJURIES: None

Pilot Statement: Ran out of gas at altitude of 1500 ft. Attempted a road landing but stalled out, pulling up over telephone wires and pancaked into a ditch. Aircraft was totally destroyed.

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FOR SALE: PA-11 fuselage, newly covered, new windshield, new tires, exhaust manifold. Engine down for major, will sell as is for \$2300. May be seen at the Air Mart Hangar in Minot, N.D. Contact Mrs. Neil Mickelson, Souris, N. Dak.

FOR SALE: 1947 PA-11-90 with 60 gal. Soreson spraying unit. 1 Set of Skis. Contact Bob Hunzler, Newburg, N. Dak.

FOR SALE: 1948 Erco 415 C-D-85 Hp, Cont. 700 hr. TT, Primary panel, LF Radio, Silver, Guaranteed Mint condition. Contact Gerhardt Bartel, Monango, N. Dak.

FOR SALE: 1963 - 172 Powermatic Cessna, partial panel, recliner seats, rotating beacon, Mark 4 radio, 565 hrs. TT, since new, perfect condition. Must sell. Contact Earl Mjibrath, Bottineau, N. Dak. Telephone: 228-2360.

FOR SALE: 1946 Aeronca 7AC, 65 Hp, fresh annual, metal prop, 408 TT from new, Excellent condition, Reasonably priced. Contact Earl Gehringer, Westhope, N.D. Telephone: 245-4568.

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: 1953 Cessna 180, 650 SMOH, new periodic, sharp; 1959 Cessna 180, 360 TT Since New, New periodic; 1952 PA-18-125 Super Cub, 400 SMOH, new cover, 3 yrs ago; 1953 PA-18-150 Deluxe Super Cub, 495 Hrs. TT since new; 1961 PA-24-250 Comanche Autoflite, 150 SMOH, MK5-MK-6, RDF; 1948 Cessna 140, 200 SMOH, new periodic; 1946 Erco C-75, 650 TT since new, MK-1 Omnigator, wings recovered, recent annual; 1946 Erco C-85, recent cover on wings, 100 SMOH, priced to sell; 1961 PA-25 - 150, Pawnee Sprayer, 1300 TT, 0-SMOH, with wing tips; 1964 PA-25 - 235 Pawnee, combination Duster & Sprayer, 260 TT since new; 1965 PA-25 - 235 Pawnee, 130 hrs. since new with wing tips; 1965 PA-25 - 235 Pawnee combination, wing tip, 290 hrs. TT. We also have Lycoming and Continental engines re-manufactured ready for exchange. All aircraft priced to sell, trade, what have you. We trade anything. Contact Mid-State Aviation Inc., Box 517, Mandan, N.D. Telephone: 663-6431

FOR SALE: 1963 Cessna 205, Full panel, Dual Omni, ADF, MKR, Bcn, Long Range Tanks, Excellent condition. See Capital Aviation Corp. Bismarck, N.D. Telephone: 223-0260.

BULLETIN - Effective October 14, 1965, all domestic and international Flight Service Stations and combined station/towers decommissioned the frequency 135.9 Mc. This frequency was replaced by 123.6 Mc. Pilots can simplex on this frequency or can cross-channel by contacting Radio on 122.1 Mc. Previously many aircraft owners found that their radios did not have the capability of going to 135.9 Mc, consequently the frequency was not utilized to the fullest extent.
