



NORTH DAKOTA AVIATION NEWSLETTER

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NORTH DAKOTA
AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA
JULY - AUGUST, 1966

FLYING FARMERS TO PLAN FLYING EVENTS

James Shaw, Minot, President of the North Dakota Flying Farmers and Ranchers announced that he is calling a meeting at Bismarck on August 13th at 12:00 noon of all the Directors of the State Flying Farmers for the purpose of organizing district level local fly-ins in the four districts of the State.

The Flying Farmers district directors are Northeast District: Rudolph Johnson and Leonard DeSautel, Grafton; Southeast: R.C. Lindemann, Lucca and Francis Simmers, Jamestown; Northwest: Herman Johnson, Crosby and Robert Chitwood, Alexander and Southwest: John Kirschman, Regent and John Kinsvater, Bucyrus, N.D.

The August 13th Directors meeting will assemble at 12:00 at the Bismarck new terminal building for lunch and a meeting will follow at Harold G. Vavra's Office, who is Secretary of the North Dakota Flying Farmers.

FAA AIRCRAFT REGISTRATION CERTIFICATES---HOW TO STAY LEGAL

In the past year, more aircraft have been bought and sold both new and used in the State, compared with previous years. This has brought to light a number of problems which point up the need for an educational program for both the seller and purchaser of aircraft. The average purchaser of a new or used aircraft may have a trade-in aircraft.

The Aeronautics Commission has found a number of cases, where the owner of an aircraft, who purchases a new or used aircraft, has left all of the paper work up to the Dealer or Seller of the aircraft, not realizing that the owner of an aircraft has certain responsibilities to carry out to keep the transaction legal and avoid conflicts with the Civil Air Regulations. The points to consider when you trade your airplane for a new or used airplane follow:

1. Your present airplane carries an FAA registration Certificate (Form ACA500 or new Form 8050-3) in the aircraft in the owner's name. When the owner sells an aircraft or trades it in to another party, it is the responsibility of the owner to remove the owners FAA Certificate of Registration from the aircraft and:

- (a) Request on the back thereon that the registration be cancelled,
- (b) Also state that the ownership of the aircraft is transferred to: (Name and Address of new owner). Insert the date.
- (c) Mail the FAA Aircraft Registration Certificate to FAA Aircraft Registry, Box 1082, Oklahoma City, Oklahoma.

If you fail to remove the FAA aircraft registration certificate from the aircraft at the time of sale, the new owner may be operating the aircraft under your name as the registered owner. This is especially hazardous if the new owner of your aircraft does not mail the "Bill of Sale" to the FAA Aircraft Registry, Oklahoma City, Okla. Under these circumstances, the actual title to your airplane, which you have sold or traded off is still in your name in the official FAA records at Oklahoma City. In the event of an accident or violation of the Federal Air Regulations, you will be directly involved regardless of the fact that you no longer have possession of the aircraft, since you failed to carry out the owner's obligation for the removal of the aircraft registration certificate and send it to the FAA, Oklahoma City.

The reason that this is important is that some aircraft dealers may not mail the "Bill of Sale" immediately to the FAA Aircraft Records Section, Oklahoma City, Oklahoma, until they have sold the used aircraft in question to another party.

Thus, if you fail to pick up your FAA aircraft registration certificate from your aircraft upon sale of same and send it to the FAA, Oklahoma City, there is no official federal record that you no longer have possession of the airplane. The official records show to the contrary, which can cause you considerable grief, in the event the aircraft previously owned by you is involved in an accident or in violation of the Federal Air Regulations.

NORTH DAKOTA FLYING FARMERS ELECT AT ITS ANNUAL CONVENTION

The North Dakota Flying Farmers and Ranchers elected a new slate of officers at the Grand Forks Annual Convention held June 11 and 12th. James W. Shaw, Minot was elected President succeeding Lee O. Gensrich of Hatton. Francis Simmers, Jamestown was elected Vice President.

James Shaw and Francis Simmers were named voting delegates to represent the N.D. Flying Farmers at the International Flying Farmers Convention at Louisville, Kentucky in July this year. Alternate delegates are William Homestead, Crosby and Clell Rambough, Braddock.

FLYING_FARMERS_CONVENTION - continued

Others re-elected were Mrs. Elma Rambough, Braddock, Treasurer and Harold G. Vavra, Bismarck, Secretary. Named State Director at large was Eugene Linderman, New Rockford.

Elected directors for two years were Leonard DeSautel, Grafton; John Kinsvater, Bucyrus; Robert Chitwood, Alexander and Francis Simmers, Jamestown.

Mrs. Irene Simmers, wife of the newly elected Vice President was crowned North Dakota Flying Farmer Queen for 1966-1967, by her predecessor, Mrs. Coralee Schuster, Melville.

The Flying Farmers Ladies Auxiliary elected Mrs. Lee O. Gensrich, Hatton, President; Mrs. R.C. Lindemann, Vice President and Mrs. Eugene Linderman, New Rockford, Secretary, Treasurer.

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AIRMOTIVE_FINANCE_CORPORATION_FORMED

Mitchell D. Disney, President of the newly formed "Airmotive Finance Corporation", announced that the corporation recently received its charter from the Secretary of State.

The charter was received the 13th of July and states in part in Article 3 under "Purposes of Airmotive Finance Corporation":

(A) To engage in financing aviation products, by-products and all things allied or related to aviation, including but not restricted to aircraft, supplies, fuel, maintenance, repairs insurance and aviation students.

Headquarters and offices of the firm are located at the Municipal Airport, Bismarck, N.D. Management of the "Airmotive Finance Corporation" will be by a five-member board of Directors, as follows: Mitchell D. Disney, Bismarck, President; Al Hinkel, Bismarck, Secretary-Treasurer; Douglas T. Lindsay, M.D., Fargo, Member; James W. Shaw, Minot, Member and Robert P. Wells, Langdon, Member.

Upper Midwest aviation is well represented by the board. Mitch Disney is the former executive pilot for the State of North Dakota and has held various executive pilot positions the past 32 years. He is a fully-rated, professional pilot holding a commercial, single and multi-engine, with instrument and instructor ratings. He has had considerable agricultural applicator experience and a background in the finance business. During World War II, he was the chief pilot of one of the Army Air Corps contract schools engaged in training Air Corps cadets. He is a member of the N. D. Flying Farmers and Ranchers Association and the N. D. Aviation Operators Association.

Al Hinkel has had 20 years' experience as an insurance executive, with a farming background. During World War II he was a crew member in the Eighth Air Force, serving four years. After discharge, he entered the insurance business, managing a six-state area, which he covered by his personal aircraft. He is a current member of the Flying Farmers and Ranchers Association and still retains his farming interests.

Doctor Douglas Lindsay is currently a FAA medical Examiner and Chairman of the North Dakota Flying Physicians Association. He also is active in Civil Air Patrol activities and is presently Wing Surgeon.

Jim Shaw is presently President of the N.D. Flying Farmers and Ranchers Association and is the manager of extensive farming and Real Estate interests. He has been flying since the middle 20's, is an aircraft owner which he uses extensively in his business. He is a member of the O-X Club of America and Flying Realtors. He is also Civil Defense Communications Officer for Ward County.

Bob Wells, Langdon businessman and farmer is currently the President of the N.D. Aviation Operators Association. During World War II he was a Navy Pilot serving aboard carriers. He is a currently rated instructor and is owner operator of Border Aviation, Inc., Langdon. Wells has been an active promoter and pioneer in aerial application of seed and fertilizer by air.

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JAMESTOWN_FLYING_SERVICE_RECEIVES_FAA_AIR_AGENCY_CERTIFICATE

As of May 20, 1966 Jamestown Flying Service, Jamestown, N.D. has received an FAA Air Agency Certificate as an FAA approved school for offering Primary, Commercial and Flight Instructor Ratings. The school is also offering a course leading to FAA Part 137 Commercial Ag pilot rating.

The school has two Instrument Flight Instructors for offering Instrument flight training. In addition, the Jamestown Flying Service has two full time AIs in the shop for maintenance and overhaul of aircraft. Jamestown Flying Service is a full line authorized dealer for Cessna aircraft.

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EAA_CHAPTER_FORMED_AT_MINOT (Experimental Aircraft Association)

A chapter of homebuilders of aircraft or anyone even remotely interested in the homebuilding of an airplane has been formed at Minot with Joe Kasper of Minot as President. Meetings are held the first Wednesday of the month, starting at 8:00 p.m. in the upper lounge of the Pietsch Flying Service Showroom. Joe has extended an invitation to any and all in the state, to join this chapter. As interest is built up, other chapters can and may be formed in other areas. In the Minot area, Hank D. McLaughlin is building a "Emeraude" and Meryl Severson is also building an A/C. Virgil T. Olson of Westhope is busy on a project. If interested, contact Joe Kasper, c/o Westlie Motors, Minot, N.D.

DANGERS OF WINGTIP VORTICES
(AN INVISIBLE HAZARD TO LIGHT AIRCRAFT)

The Civil Aeronautics Board listed the probable cause of a recent fatal light aircraft accident as structural failure of a light aircraft resulting from excessive airloads created by wing-tip vortices behind a large aircraft. The report also states: "The dangers of wake or vortex turbulence are still unknown to many pilots."

1. WHAT ARE WING-TIP VORTICES? It is unfortunate that vortices are invisible. If you could see them, they would look like a pair of horizontal tornadoes stretching back from each wing-tip. These violent, compact, and fast-spinning air masses extend behind an aircraft for miles. Many pilots refer to this phenomenon as "prop wash" or "jet wash", but engineering studies have revealed this term a misnomer. The main source of this disturbance is not from the power plant; it is from the wing-tips.
2. WHY ARE THEY DANGEROUS? They are dangerous because all tests to date indicate that structural failure in the air can occur in light aircraft upon penetration of the vortices behind larger transport aircraft. During takeoff or landing, care should be taken to avoid vortex disturbance. Loss of control could be the result at a critical time when control is of prime importance to safety.
3. UNDER WHAT CONDITIONS ARE THEY MOST DANGEROUS? There are many factors affecting the intensity of wing-tip vortices, but it is a safe and practical generalization that the bigger the airplane the more violent and long-lived will be the vortex disturbance. The source of this insidious danger can be out of sight by the time you encounter the wake. For example: A large aircraft could take off and be out of sight, or landed and be on the ramp and the vortices turbulence could still be present near the runway. No practical rule involving a time interval for one aircraft to fly behind another will assure avoidance of the vortices generated by the first. The heavier and slower the aircraft is flying, the greater the intensity of the air circulation in the vortex cores. A modern large transport aircraft will create vortices of maximum turbulence during take-offs and landings at near maximum gross weights.

4. WHAT ACTION CAN THE PILOT TAKE TO AVOID OR REDUCE THIS HAZARD?

- a. Avoid passing behind any large aircraft.
- b. Avoid, when possible, places and altitudes frequented by large aircraft. Constantly monitor your radio for location of such aircraft.
- c. When it is necessary to operate behind a large heavy aircraft, remain above the flight path of that aircraft. Vortices settle downward toward the surface and also they are affected by the wind and move with the air mass.
- d. When taking off or landing behind large aircraft, be on the alert for the first sign of turbulence; allow adequate spacing, maintain higher than normal speeds, use the windward (upwind) side of the runway, and maintain a flight path to the windward side of the preceding aircraft.

(Clip on the line below and mail to the

AIRPORT QUESTIONNAIRE

N.D. Aeronautics Commission, Box U,
Bismarck, North Dakota)

The Aeronautics Commission is contemplating revising the North Dakota Aeronautical Chart and is making a survey of all airports and facilities in the State. We are interested in a response from all airports, Public, Private and Flying Farmer & Rancher landing strips to bring our information up to date, regardless of whether you believe we have the information. Do it today, as time is limited. ---

Airport Name _____ Loc. from nearest city in miles _____

ELEVATION MSL _____ Loc. _____ SEC. _____ QTR. _____ TWP. _____ R. _____

Runway Dir.	Runway Length	Runway Width	Type of Surface	Obstructions
			Smooth, Rough, Fair	Location, type and height

Tie-Downs Yes _____ or No _____ Gas & Oil: (If so, what Octane?) _____

Wind Sock Yes _____ or No _____ Runway Markers Describe _____

Remarks: _____

Airport Manager or Person Responsible for Airport _____ Address: _____
Person Making this Report: Name _____

1. WHAT IS REQUIRED OF THE PILOT PRIOR TO THE FLIGHT? FAR, Part 91.5, states that "Each pilot in command shall, before beginning a flight, familiarize himself with all available information concerning that flight. This information must include for . . . a flight not in the vicinity of an airport, available weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which he has been advised by ATC."

2. WHY IS THIS REQUIRED? Careful preflight planning, in addition to satisfying FAR, enables the pilot to make his flight with greater confidence, ease, and safety. A review of fatal accident statistics for one year shows that as a "cause factor", inadequate flight planning was second only to "failure to maintain airspeed resulting in a stall."

3. WHAT ARE SOME SUGGESTED STEPS TO BE USED IN FLIGHT PLANNING?

(a) Assemble materials which will be needed on the flight such as current sectional charts, and other charts for the route to be flown; the latest Airman's Information Manual (AIM), and plotter, computer, etc. Take along charts which adjoin those for the route of flight. Thus you are prepared in case it becomes necessary to circumnavigate bad weather, or in case you inadvertently fly off the chart on which your course is drawn.

(b) On the sectional chart, draw course to be flown; study terrain; select appropriate check points; consider caution, restricted and prohibited areas and Air Defense Identification Zones; study airport information, including enroute airports that can be used in case of emergency; choose refueling stops; list frequencies of towers and navigational aids to be used and also Flight Service Stations reporting the weather.

(c) Review weather maps and forecasts, current weather reports, winds aloft forecasts, pilot weather reports, SIGMETs, advisories to light aircraft, Notices to Airmen (NOTAMS), and other information. Although you can get weather information by telephone, it is strongly recommended that a personal visit be made to the nearest Weather Bureau, Flight Service Station, or other flight service facility.

A chapter on Flight Planning is contained in the FAA publication, Private Pilot's Handbook of Aeronautical Knowledge, including a summary of flight assistance services available.

4. WHAT FURTHER ACTION IS DICTATED BY GOOD OPERATING PRACTICES? File A Flight Plan.

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AERONAUTICS COMMISSION TAKES DELIVERY ON NEW STATE AIRPLANE

The State Department of Accounts and Purchases, Purchasing Division, Bismarck, following advertising for bids, awarded a contract to Wilbur H. Finley, Finley Flying Service, Rugby, N.D. for the delivery of a 1966 Mooney Super Model M20E airplane for delivery to the State Aeronautics Commission and the acceptance of a 1955 Cessna 170B as a trade-in aircraft for a low bid price of \$13,989.00 delivered FOB, Bismarck, N.D. including acceptance of the trade-in. The new aircraft was delivered to the Aeronautics Commission in the latter part of May, 1966.

The new aircraft specifications called for a low wing, all metal, retractable gear aircraft and included a full instrument panel; heated pitot tube; Narco Mark 12A (360/360/100) channel transceiver with a Narco VOA-4 head; Exhaust gas temperature gauge; fuel injection engine and other accessories.

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FARGO FLIGHT SERVICE STATION TO BE REMOVED FROM JAMESTOWN

The Federal Aviation Agency announced this week that the Fargo Flight Service Station will be removed from the Jamestown FSS effective September 1, 1966. James Hanten, Chief Controller at Hector Airport said that the Fargo Control Tower will continue to operate 24 hours daily, contrary to some rumors that it would be reduced to a 16-hour day. A telephone drop line will be provided at the U.S. Weather Bureau direct to Jamestown FSS for the convenience of pilots filing flight plans with the FSS, according to Hanten.

The FAA, Washington, D.C. has ordered a nationwide survey at all control towers to determine the amount of traffic from 10:00 PM to 7:00 AM. No orders have been issued at this date for any curtailment of the 24-hour status of the Fargo FAA Control Tower operations.

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FOR SALE: 1959 Cessna 310C, Full IFR Equip., Aux Fuel, 5 seats, 3rd window installed, LE400 Chrome, 0 Chrome, prop device, very clean, interior like new; 1963 Cessna 205, 1043 TT, Full IFR equip, 6 seats, clean, ready to go; 1965 Skyhawk, 425 TT, MK-3, full panel, rear seat vents, reclining seats; 1963 Cessna 150, 1250 TT, primary panel, with or without major; 1966 Cessna 150, 175 TT, primary panel, heated pitot, 1959 Cessna 182, 1385 TT, 60 SMOH, fresh annual, full panel, LTR-6. Call for demonstration on 1966 AG Wagon. Contact Bob Howard, Capital Aviation, Bismarck, Tel: 223-0260.

ACCIDENTS

PILOT: R.A. Standard, Aberdeen, South Dakota
Time & Place: April 29, 1966, 10:40 p.m., Fargo, N. Dak.

Pilot Time: 500 hrs. TT, Commercial, SEL, Age 52

Aircraft & Damage: Bellanca 260, Damage unknown. INJURIES: Unknown

Pilot Statement: Weakened battery necessitated propping engine to start. Assistant in plane holding brakes when plane got out of control, striking another plane on the parking ramp.

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PILOT: Francis Dahlberg, Roseglen, N. Dak.

Time & Place: May 24, 1966, 8:15 p.m., Farm at Roseglen, N.D.

Pilot Time: 40 hrs. TT, Student, Age 36

Aircraft & Damage: Cessna 170B, Damage to prop and wing. INJURIES: None

Pilot Statement: Aircraft didn't break ground by the time it reached a plowed field. It then nosed over.

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Pilot: Richard Fugleberg, Portland, N.D.

Time & Place: June 1, 1966, 11:00 a.m., Vince Field, Northwood, N. Dak.

Pilot Time: 27 hrs. TT, Student, Age 21.

Aircraft & Damage: Piper PA-22, Damaged wings, tail, prop, engine mount.

Injuries: None

Pilot Statement: Landing in cross wind, gust carried aircraft off runway into soft field and flipped it over on its back.

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PILOT: Richard Krueger, 2401 Blake Rd., Minot, N.D.

Time & Place: June 2, 1966, 7:30 p.m., Minot International Airport.

Pilot Time: 13 hrs. TT, Student, Age 28.

Aircraft & Damage: Ryan Navion, Damaged prop and flaps. INJURIES: None

Pilot Statement: Was practicing landing and didn't get the gear handle down all the way, so gear would release.

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PILOT: Keith D. Danks, 722 Reeves Drive, Grand Forks, N.D.

Time & Place: June 16, 1966, 3:00 p.m., Grand Forks International Airport.

Pilot Time: 37 hrs. TT, Student, ASEL, Age 30

Aircraft & Damage: Cessna 170, Damage to both wings, prop. rudder and stabilizer.

Injuries: None

Pilot Statement: Student pilot had been flying 150 Cessna except for last 4:10. Instructor had soloed me out in 170 Cessna at 3:45 minutes. On my 3rd solo landing I think I had my feet too high and hit the brak_ too hard. Plane started swerving on runway and I gave it power to take off again and got it back in air then stalled it out.

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PILOT: D.B. Meggers, Rhame, N.D.

Time & Place: June 18, 1966, On road SW of Rhame, N.D.

Pilot Time: 2600 hrs. TT, Commercial, SEL, Age 42

Aircraft & Damage: Piper Pawnee, Minor damage to wing tip and front spar.

Injuries: None

Pilot Statement: I was landing on a road SW of Rhame to clean my windshield and the right brake failed and I run in the ditch and hooked the end of the wing on the fence.

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PILOT: James Midgarden, Grafton, N.Dak.

Time & Place: June 20, 1966, 7:45 p.m., 2 miles west $\frac{1}{2}$ mile north of Nash, N.D.

Pilot Time: 390 Hrs. TT, Commercial, Age 28

Aircraft & Damage: Piper PA-11, Totally Demolished

INJURIES: Minor

Pilot Statement: Had been a hot day, waited till about 7:00 p.m. then took out light load. Made one pass and pulled up over high trees, just as I made tops of trees, hit dead air, left wing dropped in stall, hit a tree with right wing just before hitting the ground.

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PILOT: Verle L. Paul, Box 94, Laurel, Iowa

Time & Place: June 21, 1966, 3:30 p.m., 15 miles south, one mile west of Elgin, N.D.

Pilot Time: 330 hrs. TT, Commercial, ASEL, Age 28

Aircraft & Damage: Piper PA-18A, Broken Bow, right wing, bent spar, right wing, twisted fuselage.

INJURIES: None

Pilot Statement: I was landing on a road and the spray boom came in contact with some rye. It pulled me in the field with a sudden turn around.

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PILOT: Leigh R. Aslakson, 1634 - 5th Ave. N.E., Jamestown, N. D. (SPRAYING)

Time & Place: June 21, 1966, 0830 a.m., 20 miles SW of Jamestown, N.D.

Pilot Time: 3900 hrs. TT, Commercial, FI, ASEL, Instrument, Age 30

Aircraft & Damage: Piper PA-25, Bent propeller, left wing tip, bent lower tail post.

Injuries: None

Pilot Statement: This was the second landing of the day on the same road. During the first landing the wind was calm and cross wind landing procedure was not used. While I was spraying, the load of chemical out, the wind came up from the SSE at 10 knots. On landing, left crosswind landing procedure was used. Apparently with the left aileron up for the crosswind, there must have been enough clearance from the trailing edge of the wing to the boom for grass along the shoulder of the road to wrap around the boom and pull the aircraft into the ditch.

FOR SALE: 90 HP Aeronca Champ - 2 yr old fabric, licensed until July 1967. Contact Les Elliott, Box 908, Valley City, N. Dak. * * * *

FOR SALE: 1958 Cessna 175, 780 hr. TT, will have new periodic, looks like new, will sell for \$6500.00. Contact Anton Nelson, Westby, Montana - Tel: 385-4425 * * * *

FOR SALE: 1953 Piper PA-22. Contact C.Halverson, Hettinger, N. Dak. * * * *

FOR SALE: Beech Bonanza 35, 1780 TT, 920 on new 205 engine. White with black trim, three omni's, KX150, MK6, Lear. Excellent paint and interior - \$5,995. Contact Paul Rismoen, Minot, N. Dak. Tel: 837-4214 * * * *

FOR SALE: 1947 Stinson 108-1, 150 Voyager, 12 hrs. since complete restoration of aircraft and engine to better than new condition. Custom interior with super sound-proofing, 20 coat hand rubbed finish, new battery, tires, all new glass, rebuilt by old A&E and no expense spared. Asking price \$5,875.00. Will take runout Cub or Aeronca in trade. Call or write Jack Thomas, 635 - 1st Ave. West, Dickinson, N.D. Phone: 224-3310 * * * *

FOR SALE: 1955 Piper PA-18-95 Cub, Full electrical with radio, new cover, 250 hrs. on remanufactured engine; 1965 Skyhawk, 1,000 hrs. TT, A&E, Mark 12, full panel, always hangared; 1965 Pawnee, 325 hrs. A&E, high density sprayer, new type spreader and high wing tips; 1966 Cessna 150, partial panel, 90 channel ARC Radio, 125 hrs.

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BISMARCK MUNICIPAL AIRPORT
BOX U
BISMARCK, NORTH DAKOTA

A&E; 1966 Cessna 150, Commuter, full panel, 25 hrs. TT since new; 1966 Skyhawk, full panel, KX 150B radio, 250 hrs Total A&E; 1966 Skylane, full panel; 1965 Citabria, 55 hrs. Total A&E, 90 channel radio, partial panel; 1963 Cessna 205, 1400 hrs. TT A&E, topped, full panel; Mark 5 radio, Bendix ADF, Will trade on all models. Contact Jamestown Flying Service, Box 403, Jamestown, N.D. Tel: 252-2150

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FOR SALE: 1961 PA-18-150, Deluxe, 950 TT, New cover, 1966 color scheme; 1953 PA-18-135, 200 SMOH; 1948 PA-11-C-90, 400 SMOH, Nice clean Cub; 1946 Tempo-Swift, 120 SMOH, Heavy case, primary panel, new license, clean; 1965 PA-24-260 Comanche, autoflite, 800 TT, MK12, ADF; 1963 Piper Cherokee, 1608, 800 TT, full panel, new license, (Name your deal); 1960 PA-24-250 Comanche autoflite, new paint, 0 SMOH; 1961 Cessna Skylane, 1800 TT, 0 SMOH, Dual Omni's, Glide slope, ADF, Carb Temp, Cyl. Temp, E.T. gauge; 1953 PA-22, Tri Pacer, full panel, 800 SMOH, real cheap transportation; 1963 Piper Colt, Super Custom, 850 TT, full panel, VHT-3; 1959 Piper Tri-Pacer, primary panel, 850 TT, 100 Since top overhaul, in shop being recovered; 1957 Piper Apache, 2350 TT, Dual MK-2, 1200 SMOH, ADF, full panel; Have parts for the following aircraft: Piper PA-18 Super cubs; Piper PA-22, Tri Pacer; Piper PA-11, Cubs; Piper J-3 Cubs; Cessna 140 Cessna Skyhawks. Call us for any aircraft repair needs. Mid-State Aviation Inc., Box 1014, Bismarck Tel: 223-6862. * * * *

WANTED: Professional commercial pilot possessing multi engine and instrument qualifications to fly for local heavy equipment distributor. Should have approximately 1,000 or more hours with desirable minimum of 300 or more multi-engine hours. Send all replies to Flight Department, Box 1390, Fargo, North Dakota.