

AERONAUTICS COMMISSION INITIATES STATE-WIDE UNICOM RADIO PROGRAM

The North Dakota Aeronautics Commission has installed 17 Narco Unicom two-way radios at public airports throughout North Dakota in the past several months. The Unicom Radios were purchased on low bids by the Aeronautics Commission with financial assistance of the N.D. Civil Defense Agency. The radios have been leased to the City or Airport Authority requesting same for a period of five years for a total of \$178.07 each. Title to the Unicom Radios remain with the Aeronautics Commission.

The Narco Unicom radios are complete with Turner Microphones and crystals for receiving and transmitting on 122.8 mc; 122.9 mc and 121.6 mc. The 122.8 mc is to be used for both two-way aircraft to ground communications and for civil defense communications to aircraft.

122.9 mc is a Multi-com Frequency and may be licensed for communications with aerial sprayers; 121.6 mc is for Civil Air Patrol search and rescue operations. The Airport operators is to monitor 122.8 mc during normal daylight hours, with the exception of the Bismarck Unicom which is on 123. mc for airports with control towers.

Unicoms installed by the Aeronautics Commission and operational are located at the following airports:

<u>AIRPORT</u>	<u>FREQUENCY</u>	<u>Airport Manager</u>
Bismarck Municipal	123. mc	Raymond W. Heinemeyer
Bottineau	122.8 mc	Peter B. Wold, Jr.
Border Airport	122.8 mc	U.S. Customs Office (Near Noonan)
Cooperstown	122.8 mc	Al. Thompson
Edgeley	122.8 mc	O.W. Kipp
Grand Forks	122.8 mc	Norman Midboe
Grafton	122.8 mc	Don Schuster
Harvey	122.8 mc	Wayne Roble
International Peace Garden	122.8 mc	Both U.S. & Canadian Customs (Joe Evans, Manager, Airport)
Jamestown	122.8 mc	Leigh Aslakson & Ben Meier
Langdon	122.8 mc	Robert Wells
Pembina	122.8 mc	Tom Nord
Rolla	122.8 mc	Leonard Krech
Rugby	122.8 mc	Marvin Tuomala (On Duty)

Other Unicom Radios have been leased to Valley City, N.D. and Bowman, N.D., but at the time of printing of the Newsletter, radios have not been installed, but will be installed and become operational at a later date.

Other Unicom radios previously installed by local operators and operational are located at:

Fargo	123. mc	Operated by Kundert Aviation Inc.
Devils Lake	122.8 mc	Operated by Foss & Meier
Dickinson	122.8 mc	Richard Prchal
Minot	122.8 mc	Clinton Petersen
New Rockford	122.8 mc	Eugene Linderman
Tioga	122.8 mc	Ernest Knutson
Williston	122.8 mc	Jack K. Daniels, Manager

Including the state leased Unicoms and the locally installed units, a total of 24 Unicom Radios will provide improved service to General Aviation Aircraft owners, pilots and aerial applicators.

AIRPORT AUTHORITIES

Since the last Newsletter, Airport Authorities have been created by the Cities of Maddock, Valley City, Westhope, Gwinner and the latest November 7th at Fessenden, N.D. At present, there are 18 Municipal Airport Authorities in the State. The City of Garrison is considering making a move in this direction, to improve the airport at Garrison or to select a site for a new airport.

FIRE PROTECTION ESTABLISHED AT 18 AIRPORTS

Through the help of the Bismarck Municipal Airport and Raymond Heinemeyer, the Manager, the North Dakota Aeronautics Commission was able to secure as surplus property a quantity of 50 lb., G0-2 Fire extinguishers complete with 2-wheeled carts. This type of protection has been sorely needed by smaller airports for many years, for the safety and protection of aircraft and aircraft occupants.

These extinguishers were repaired and refilled with the Cities of Authorities bearing the costs. Distribution was then made by the Aeronautics Commission to the following airports:

Bottineau	Harvey	Rolla
Bowman	Hettinger	Rugby
Cavaller	Langdon	Tioga
Cooperstown	Mandan	Valley City
Crosby	Parshall	Washburn
Grafton	Pembina	Watford City

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1967 TO BE BIG CONSTRUCTION YEAR FOR AIRPORTS IN NORTH DAKOTA
The total amount of airport construction planned for the State in 1967 will be \$1,968,000. If 50% of the funds are available from the Federal Aid.

Ten cities and airport authorities including Bismarck, Cooperstown, Devils Lake, Fargo, Grand Forks, Harvey, Jamestown, Kenmare, Minot and Williston have submitted applications to the FAA asking for federal-aid airport funds totaling \$984,000 or half of the \$1,968,000. In local airport construction projects.

In addition to the ten projects, three airport projects at Grand Forks, Watford City and International Peace Garden involve an additional amount of federal funds of \$146,480. These funds already have been allocated by the FAA this year and the projects will be completed in 1967. These projects add an additional construction cost of \$307,000.

The total of all proposed airport construction projects in the State projected for 1967 therefore is actually 2 1/2 million.

Airport construction work proposed at each city with federal funds requested and the total estimated cost follow in order:

1. Bismarck - Install taxiway lights. \$27,500; \$55,000.
2. Cooperstown - Pave runway, taxiway and apron. \$43,155; \$86,300.
3. Devils Lake - Extend paved runway 1,200 ft., runway lights and acquire clear zones. \$45,638; \$91,275.
4. Fargo - Reconstruct taxiway and extend apron. \$132,500; \$265,000.
5. Grand Forks - Extend paved runway and taxiway. \$95,700; \$191,400.
(Grand Forks expected to request additional amount of federal funds, since costs exceed the request.)
6. Harvey - Pave runway, taxiway, apron, purchase land and clear zones. \$44,085; \$88,171.
7. Jamestown - Strengthen existing runways and taxiways, install taxiway lighting. \$274,277; \$548,454.
8. Kenmare - Purchase land and construct new turf airport. \$19,682; \$39,364.
9. Minot - Strengthen Northwest-Southeast runway, new high intensity runway lights; overlay terminal apron, reconstruct taxiway, acquire clear zone. \$250,750; \$501,500.
10. Williston - Extend Northwest runway 1,000 ft., construct new runway, acquire clear zones and air rights. \$65,490; \$131,000.

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ANNUAL AVIATION MECHANIC SAFETY AWARD

Entries are being accepted for the annual aviation safety award and state winners will be selected in January and the awards will be presented in February. Closing date for the award will be December 31, 1966.

Two guidelines for the selection of winners have been established, they are:

- a. "For the suggestion of a design or improvement to an aircraft or powerplant or any of its components that led to or resulted in increased reliability and/or safety in aviation."
- b. "For the suggestion or development of a maintenance and/or inspection procedure that contributed significantly to safety in aviation."

ELIGIBILITY FOR CONSIDERATION.

a. Eligible mechanics may submit their own entry forms. In addition, supervisors or other knowledgeable personnel may submit an entry form for an eligible aviation mechanic. Entries should be made on FAA Form 3338, Entry Form - Aviation Mechanic Safety Award and submitted to GADO #7, Fargo, N. Dak.

State winners besides receiving a FAA Certificate inscribed with the Agency Seal and a citation signed by the Administrator, which is permanently mounted, will be offered a resident or correspondence type (home study) maintenance training course of their choice, originating at the FAA Academy in Oklahoma City free of tuition charge. The winner will be permitted to make his selection from a training course list available at each local FAA office. The list will contain dates and courses available (resident and home study) in both the general aviation and air carrier categories.

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FLIGHT INSTRUCTOR REFRESHER & STANDARDIZATION COURSE SET FOR APRIL 10-15th, 1967.

The North Dakota Aeronautics Commission with the cooperation of N.D. Aviation Operators is again sponsoring the popular Instructor Refresher and Standardization Course, as presented by FAA Aeronautical Academy of Oklahoma City.

Course dates have been set as April 10th through the 15th, 1967 and since all Flight Instructor Ratings will expire at the end of the month of the holders birthday (Effective after Sept. 30, 1966) unless renewed previously, a full class is expected.

As before, the classes will be restricted to persons having Instructor ratings with a maximum of 20 persons being accepted. Application blanks will be attached to the January-February issue of the Aviation Newsletter.

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HUNTING PREDATORY ANIMALS WITH AIRCRAFT.

In anticipation of another good year of aerial hunting of predatory animals, a recap of the regulations governing may not be amiss. The regulations are prescribed by the State Game and Fish Commissioner and are essentially as follows:

1. Application for Permit is made to State Game and Fish Department.
2. Permit is granted for a limited period of December, January, February, March.
3. A Certificate of Waiver for low flying (on the State Level) will be automatically issued to each Permit granted by the Commissioner.
4. Application to FAA must be also made to secure authorization to waiver FAR 91.79(c) Minimum Safe Altitude Over Other Than Congested Areas. This is done on FAA Form 400, "Application for Certificate of Waiver or Authorization". Remember you must have both A State and Federal Waiver.
5. Applicant must be at least 18 years of age if a commercial or if a Private, be 21 years old. Pilot shall have at least a valid private with a minimum of 400 hours TT of which 200 shall have been in type of aircraft to be used. In addition thereto, new pilot applicants shall receive 5 hours dual simulated low flying from a qualified pilot with 100 hours low altitude aerial application or hunting experience.
6. Gunner must be licensed and at least 21 years old or if under, have the written consent of parent or legal guardian.

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AERIAL HUNTERS SEE YOUR COUNTY COMMISSIONERS

If aerial hunters neglect to tell or inform their County Commissioners that they wish to keep their respective counties open to aerial hunting, opposition will surely convince them otherwise. See your County Commissioner before the next monthly meeting.

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EXTENSION SERVICE TO OFFER A SHORT COURSE ON PESTS.

Wayne J. Colberg, Entomologist of the Cooperative Extension Service, N.D. State University, Fargo, N.D. announces that a Short Course on Crop Pest Control will be held at Fargo, January 3,4,5,6, 1967. The Course with a registration fee of \$5.00 will be conducted at the Memorial Union (Town Hall). It is designed for Agricultural leaders, pesticide distributors, regulatory officials, custom spray operators, inspectors, conservationists, area pesticide representatives and other workers interested in the effective and safe use of pesticides and agricultural chemicals. For more information write to the Course Director, Mr. Wayne J. Colberg.

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SPECIAL AERIAL APPLICATORS SHORT COURSE PLANNED FOR MARCH, 1967.

A short course for aerial applicators of approximate 4 days duration for about 30 applicators is being planned for March, 1967. The Course will be held in cooperation with the Extension Service of the State University and will of necessity be held in Fargo. The last day will be held in conjunction with one of the annual spring Applicators Seminars. More information will be forthcoming in the next issue of the Newsletter.

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HAROLD VAVRA NAMED TO NATIONAL COMMITTEE

Harold G. Vavra, Director of the North Dakota Aeronautics Commission has been named as Chairman of the TAXATION & USER CHARGES COMMITTEE of the National Association of State Aviation Officials. This is a standing committee for 1967 and in view of proposed user charges introduced in the past session of Congress and which most certainly will be again introduced in the next session, Vavra and his committee will have their work cut out for them.

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NORTH DAKOTA HAS ONE AERIAL APPLICATOR FATALITY IN 1966

For a time it looked like North Dakota Applicators would finish out the season without a fatality. This possibility was shattered when a commercial pilot, J.M. Jamison of 2702 - 27th North, Wichita, Kansas, flying for Vince Buraas of Northwood, N.D. was fatally injured while defoliating flax near Hatton, N.D. Jamison was a retired Air Force Major, who held a commercial SMEL with Instrument and had 6500 hrs to his credit.

Investigation revealed that the pilot on his downwind pass apparently elected to go under a diagonal strung power line. He was flying a Stearman with a 450 hp. engine. After going under the power line, he broke bottom wire and failed to clear a grove of 75 - 85 ft. tall cottonwood trees, located approximately 400 ft. further on. In flying through the tops of these tall trees, he severely damaged the bottom wing panels causing loss of control and aircraft crashed into second grove of trees, completely demolishing itself.

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AIRPORTS AND OPERATORS

DEVILS LAKE - Dan Wakefield owner of Wakefield Flight Service has moved his operation from the West side of the Municipal Airport to new quarters on the east side, near the Terminal complex. Dan's old quarters were nearly completely destroyed by a Tornado last August 5th, although he was fortunate in that the new building was partly finished and the move was made the 15th of August.

The new building consists of a large hangar of 60' X 60' with an attached complex of 1200 sq. ft. of floor area, housing a reception room, pilots lounge, offices, rest rooms and a ground school area. 80/87 and 100/130 Octane gas will be available as well as heated storage. The flight curriculum is offering all phases of flying ratings as follows: Private, Commercial, Instrument and Flight Instructor Course, as well as an Aerial Application Course. Ground school is scheduled to start in November, in cooperation with the Lake Region Junior College and credits can be earned.

Two capable instructors, Arnold Benson and Ray Horne, will assist Dan in the operation and during the application season of course the entire family pitches in.

Air Taxi complete with Ambulance service is also offered to any point within the U.S. and just before the Newsletter went to print, Wakefield Flight Service took delivery of a Mooney Executive 21.

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DEVILS LAKE - A group of Devils Lake businessmen have erected a new 48' X 60' shop just north of Wakefield Flight Service and have leased the building on a lease purchase agreement to Earl Miller, formerly of St. Michael, N.D. Mr. Miller has a A & P rating and worked with Al Thompson of Cooperstown.

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PEMBINA - Winnipeg gliding enthusiasts have created a new interest in Pembina in that they are using the Pembina Airport as a base for gliding meets and also store their gliders at the field. It is the nearest port to Winnipeg that can offer towing and storage.

Tom Nord of Nord Aviation, Pembina, is keeping his shop busy in slack time by building Gliders for resale. They are building the BG-12 Model, a design sold by the Sailplane Corporation of America, El Mirage Field, Adelanto, California. Assisting in the shop are Terry Nord and Laverne Olson. Tom recently set a new state record when he flew a Bergfolke III glider a distance of 196 miles from Pembina to Mahpeton, for a record of distance and goal. The goal part being a predetermined landing site. Tom expects a considerable amount of soaring activity to develop. A Sky Diving Club has also been formed in Pembina and the Club reached a peak of 400 jumps this past season. Terry Nord is president of the Club, Lee Schumacher, Secretary and Luverne Olson is Vice President.

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CAVALLIER - Runway lighting has been installed and lights are on from Dusk to Dawn.

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RUGBY - Marvin Tuomala has purchased Rugby Flying Service from Carl Rude, the former operator and the new business will be known as Marv's Aero Repair. Mr. Tuomala is a graduate of the Thief River Falls Vocational School and worked for Carl Rude for a period of one year before buying the operation from Mr. Rude, who has moved to the West Coast. Mr. Tuomala, his wife and two children are formerly from Rolla. Marv's Aero Repair will offer complete major and minor A & P service.

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JAMESTOWN - Leigh Aslaksen co-owner of the Jamestown Flying Service has been designated by FAA as a Pilot Examiner, ASEL, Private and Commercial.

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BEULAH - In one short summer, this is another City that has formed an Airport Authority and has paved their principal runway. Beulah hardsurfaced the NW-SE, 3000' X 50' and they also have relocated the power line obstruction of the SE approach. The line was moved further back to provide additional clearance.

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LISBON - According to word received from O.R. Ness, the Fixed Base Operator at Lisbon, the Lisbon Municipal Airport has now completed hardsurfacing 300' X 50' of the NW-SE runway. They also have a E-W of 1800' turf that is usable, although caution is advised at the intersection where it crosses the NW-SE.

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VALLEY CITY - This is another City that formed an Airport Authority the past summer. The Authority has secured Flip Miller, formerly of SW Fargo to be the Fixed Base Operator and they are also in the process of building a large shop building. Miller will be offering complete major and minor A&P service. Mr. Miller stated that he expected to be completely moved into the new shop building by mid-November. He has moved his family into a newly erected home directly on the airport. The N.D. Aeronautics Commission recently installed a Unicom at Valley City and Miller said that the goal was to provide 24-hour Unicom service. Mr. Barney Swenson has moved back into the Administration Building and he reports that snow fences have been erected just north of the Taxi strips and he cautions pilots to be on the lookout when taxing in from the North.

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AIRPORTS AND OPERATORS - Continued

MINOT - The Airport Cafe has been reopened under new management. Booths have been removed and tables installed in their place. From reports received, it has improved the Cafe considerably. * * * *

FARGO - Lee Barnum, the Chief Instructor at Kundert Aviation has informed the N.D. Aeronautics Commission that they have a few openings for enrollees in the Mechanic School. * * * *

FARGO - Schultz and Lindsay, A Fargo construction firm, has purchased a Lear Jet. The company originally owned a Beech Queen-Air and their recent purchase sets a mile stone for North Dakota. * * * *

GWINNER - Melroe Manufacturing Co. purchased a Cessna 411 several months ago. The firm makes a small loader and material handling machine plus a variety of farming equipment and will be using the plane to keep in touch with their nationwide sales organization. * * * *

WILLISTON - The ISN Unicom has been moved to the U.S. Weather Bureau. Pilots can receive in-flight Weather Briefing during the hours of 05:00 to 20:30. * * * *

WILLISTON - SerVair Accessories Becomes Mooney Dealer. Mr. Al Pietsch, owner of the Pietsch Flying Service of Minot, N.D. recently announced the appointment of SerVair Accessories as the local dealer for the Mooney line of aircraft. In making the announcement, Mr. Pietsch made note of the long standing high place that SerVair has held in the aviation circles of the Northwest corner of the State. The owner of SerVair, Mr. Jack Daniels, has been engaged in the business of a Fixed Base Operator in the Williston area for some 15 years and is presently located on Williston's Sloulin Field International Airport.

The new Mooney dealership will be known as MONDAK MOONEY SALES and will be selling new as well as used General Aviation aircraft throughout the western portion of North Dakota and eastern portion of Montana. * * * *

FARGO FSS REMOVED TO JAMESTOWN

Last September 16th, the Fargo FAA Combined Station/Tower designation underwent a change to Airport Traffic Control Tower and the following frequencies were de-commissioned:

<u>Receiving</u>	<u>Transmitting</u>
122.1 mcs	122.2 mcs.
123.6 mcs	123.6 mcs
126.7 mcs	126.7 mcs
255.4 mcs	255.4 mcs

Civil

Military

At the same time, a Flight Assistance Service interphone line was commissioned from Fargo to Jamestown FSS. Handsets in Fargo are located at the Air National Guard Fargo Tower, Weather Bureau and Kundert Aviation. Additional handsets on the line will probably be available later at Skroch and Flight Development. These Fargo drops feed into Jamestown FSS and are available to area pilots for flight plan filing or closing, pilot weather briefs and other available services.

Jamestown FSS now has voice control of the Fargo VORTAC and a remote 122.1 mcs receiver, piped to Jamestown FSS, is located at the Fargo VORTAC. By calling "FARGO RADIO" on 122.1 mcs pilots will be answered remotely by Jamestown Radio on the Fargo VORTAC. Future plans call for voice on the Fargo "BH" 365 kcs to be re-moted to Jamestown FSS. Weather broadcasts are now being made simultaneously on the Jamestown VOR and Fargo VORTAC by Jamestown Area Radio. Weather broadcast on the Fargo "BH" will be added later.

Pilots are asked to remember that the only way to call Fargo Radio is on 122.1 and listen for the reply on the Fargo VORTAC frequency and that 123.6 and 126.7 have been decommissioned.

The foregoing information was supplied by Joe A. Gould, Chief of the JMS Flight Service Station and by J.J. Hansten, Chief of the Fargo Control Tower. Both Chiefs stressed that pilots are invited to drop in and visit the facility and discuss any problems that they may have. * * * *

PILOT CONTROLLER MEETING DECEMBER 2th

Area pilots and anyone interested are invited to attend a meeting at 7:30 p.m. December 7th at the Air National Guard Ready Room at Hector Field to discuss pilot and controller problems. The planned agenda will consume about 45 minutes and then the meeting will be open to pilot questions and discussions. * * * *

KUNDERT AVIATION MECHANIC SCHOOL OFFERS BOTH AIRFRAME AND POWERPLANT COURSES

Lee Barnum, Director Kundert Aviation Mechanic School, Fargo, N.D. announced that the Kundert School is FAA approved for both airframe and powerplant courses. The school has acquired a surplus Navy jet aircraft engine and a surplus Air Force F89J complete jet aircraft for the mechanic school.

The Mechanic School has been approved for MDTA training and the Veteran's Administration for training under the new GI training bill, available to Veterans of the Viet Nam War.

The school has openings for trainees for both courses. Kundert Aviation Inc. has published a 20-page three color brochure, giving full details and costs of the aviation mechanic airframe and powerplant courses, as well as Private, Commercial, Instrument, Multi-engine and Flight Instructor pilot courses. In addition,

the brochure describes its ground school courses for all classes of pilot licenses.
A copy of the new brochure may be obtained by writing to Lee Barnum, Director
of Training, Kunderdt Aviation, Inc., Box 1467, Fargo, N. Dak.

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EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER FORMED IN MINOT
A group of homebuilders (Aircraft that is) have formed a EAA Chapter in Minot
and will henceforth be known as EAA Chapter 265. Club members have 7 aircraft
projects going, plus several gyrocopters. Enthusiasm is high and plans are being
formulated to hold a State wide EEA meeting sometime in March. President of the
group is Joe Kasper of Minot and Joe invites anyone interested in joining the Club
to come to a meeting. Meetings are monthly being held the first Wednesday of every

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MINOT - Bart O. Sogaard owner of "The Air Mart" has announced that he has leased the
operation to Allen Larson of Minot. Larson will also be handling the Avis Car Rental
Agency, in conjunction with the Air Mart. Allen is formerly from Thief River Falls,
Minn. and worked in the Minot Flight Service Station until last year. He has worked
for Mr. Sogaard as an aerial applicator and as a part time flight instructor the
last five years, during week ends and vacation time. Mr. Larson is also operating
a neighbor Grocery in NW Minot across the highway from the airport. He is married
and has five children.

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MOHALL - Mr. Jack Luther of Mohall Aircraft Services reports that he is now equipped
to offer full Major & Minor Airframe and Engine service, plus flight instruction and
ground school. With the addition of Marvin Thom, 2 licensed mechanics are on duty.
Aircraft to be serviced will be hangared while undergoing work and while awaiting
pick up. Pickup and delivery will be offered at no cost if the work is of fair size.
The Flight Department has a PA-11 and a Cessna 140 fully equipped for flight training
80 Octane gas is available and the airport is open from 0800 to 1700 Monday through
Saturday and if you circle the city after hours or on Sundays, service can be
secured.

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HANGAR THEFTS REPORTED IN EASTERN NORTH DAKOTA
Nate Thompson of Kindred phoned to report a series of Hangar breakins and thefts
of large quantities of tools, aircraft components and equipment.

Nate lost a skill saw and about \$50.00 worth of tools, while Skroch Aviation of
SW Fargo lost a quantity of tools. Harvey Alm of Christine was the hardest hit with
the loss of the following: 1 set of skis for a PA-18, another set of 2000 skis,
one set of transporter wheels to move ski equipped planes, a welding set of tanks,
regulators, hoses, tips and cutting attachments, chain hoist, electric soldering
gun plus a Sensenich propeller # M74DM56 Serial # 18927.

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The North Dakota Aviation Operators voted at a executive board meeting at
Minot on November 22nd to give a \$200.00 reward leading to information and con-
viction of these thefts.

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BISMARCK - Mid-State Aviation Inc. announced that GAD0 #7 has given the Flight
Department of Mid-State Aviation FAA approval. According to Al Sauter, Chief Pilot,
the school is prepared to offer Private, Commercial, Instrument & Instructor courses.
The second session of Ground School will start in January. Anyone interested
should contact Mr. Sauter.

The Flight Department also has an approval under Part 135 "Air Taxi and Com-
mercial Operators of Small Aircraft" and is prepared to offer Air Taxi or Charter
Service anywhere in the conterminous U.S., said Sauter.

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FOR SALE: 145 hp Continental 0-300-A, Runout, contact Bob Nelson of the N.D. Game
and Fish Dept, Bismarck, N.D. Tel: 223-8000 Ext. 426 or 223-1597.

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FOR SALE: Piper PA-18-95, needs cover, 1120 hrs on 90 continental, no electrical
system with or without 60 gal. Sorenson, Contact Ray Horne, Penn. N.D.

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FOR SALE: 1946 J-3-65 hp, metal spar, wing recovered in 1964, fuselage in 59,
750 TT, 0-hrs. ST0, never been damaged.; 1965 Champ Challenger, 150 hp, flaps,
Skycrafter Super Phone with omni, post lighting and landing lights, 400 TT on
engine and aircraft. Contact Bill Finley, 426 - 6th St., Rugby, N.D. Tel: 776-5171.

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FOR SALE: 140 Cessna 2200 TT, 356 SMOH, new upholstered interior. Excellent con-
dition. \$2,300. Contact Paul Rismoen, Minot, N.D. Tel: 837-4214.

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FOR SALE: Pre-Winter Clearance for prices - 1958 Skylane 100 hrs SMOH; 1963-150,
25 hrs. SMOH; 1965 Skyhawk, 500 TT; 1965 Skylane 700 TT. Contact Capital Aviation
at 223-0260, Bismarck, N.D.

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FOR SALE: 1965 Comanche 260, 230 TT; 1966 Cessna Skylane, 30 TT New; 1960 Beech
Travelaire, 0-SMOH, 900 TT; 1960 Comanche 180, 0-SMOH; 1960 Comanche 250, 150 TT;
1965 Cherokee, 180C, 425 TT since new; 1948 PA-11, 115 hp, 0-SMOH engine & Airframe;
1947 PA-11-c-90, 450 SMOH; 1947 PA-11-c-90, 0-ST0, 800 TT; 1953 PA-18-150, full
panel, MK-5, constant speed prop, new cover, new custom interior; 1950 PA-18-105,
450 SMOH, recent recover; 1958 Champ Challenger, 750 SMOH, sharp; 1965 Cessna 180H,
330 TT, many more. See Mid-State Aviation, Bismarck, Tel: 223-6862.

N.D. AVIATION OPERATORS ASSOCIATION Executive Board picks Bismarck and sets tentative
dates of February 2,3,4 for Annual Convention. Important - Remember these dates.

ACCIDENTS

Pilot: John K. Krebs, New England, N.D.

Time & Place: June 19, 1966 - 17:30 p.m., New England Airport Runway

Pilot Time: 300 hrs. TT - Private, age 42

Aircraft & Damage: Piper J-3, Wheels broke off, prop ruined, oil reservoir cracked, wings damaged.

INJURIES: Serious

Pilot Statement: Flying for pleasure, attempted to land, wheels collapsed dropping plane on nose, ruining prop. Plane lost both front wheels, cracked wing struts, windshield, fuselage, broke off carburetor and pinched hole in the oil reservoir.

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Pilot: Edward A. Skroch, Jr., 1529 N. Broadway, Fargo, N.D. (Spraying)

Time & Place: June 28, 1966 between 8 and 9 a.m., 1½ miles west of Hector Airport

Pilot Time: 9,800 hrs. TT, Commercial, FI, ASE&MEL, Instrument, age 33.

Aircraft & Damage: Piper PA-25 - Damaged fuselage from cabin forward and both wings. Injuries: None

Pilot Statement: I started spraying this field which I have sprayed for a number of years. I was spraying one way to the south and going under an REA Power Line across a road from the field. After making a few passes, I thought my flagman was taking too wide a swath. I told him to take less steps. On the next pass I counted his steps, which I have done on occasion as a check and found he was still taking the full steps. The airplane struck the REA power line with the left wing.

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Pilot: David L. Hilling, Box 1131, Williston, N.D.

Time & Place: June 24, 1966 - 2:30 p.m., Near Stanton, N.D.

Pilot Time: 973 hrs. TT, Private, ASEL, age 33.

Aircraft & Damage: Piper PA-24 - Dents on leading edges of cowlings and all contour surfaces. INJURIES: None

Pilot Statement: Obtained weather briefing as follows: Bis. 4000 scattered, 8000 overcast, 15 plus; ISN - 4000 scattered 15 plus; MOT 1000 broken, 4000 broken, 10,000 overcast - - R 15 plus. Scattered thunderstorms were reported with build-ups to 29,000'. Departed Bis with the intention of circumventing thunderstorm activity to the north. Noticing a squall line in the vicinity of Center, I turned to a heading of 020° magnetic and paralleled the line. Seeing that going around the north was impossible, I turned toward Bismarck and at last encountered what sounded like heavy rain which lasted 5-10 seconds. The outside air temp at 5000 MSL was 65° F and I was approximately 5 miles from the leading edge of the storm. I called Bismarck Radio and gave this PIREP: VFR flight to ISN, impossible or inadvisable, squall line near Center NE-SW, Cloud to cloud to cloud to ground lightning.

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Pilot: Bert Rostvet, Fairdale, N.D.

Time & Place: July 14, 1966, 8:30 a.m., 2½ miles north and 2 east of Adams, N.D. (Spraying)

Pilot Time: 1500 hrs. TT, Commercial, ASEL, age 26.

Aircraft & Damage: Piper PA-11 - Total Loss, Burned. INJURIES: None

Pilot Statement: I was making a landing on road and let in too hard, lost airspeed due to grove of trees. Knocked off right wheel and damaged wing prop and spray tank. Caught fire about 5 minutes later. Had about 50 gallons in tank at time of landing.

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Pilot: Michael Meier, Jr., 324 - 1st Ave. SW., Devils Lake, N.D. (Spraying)

Time & Place: July 19, 1966, 2:40 p.m., Devils Lake, N.D.

Pilot Time: 6,000 hrs. TT, Commercial, ASEL, age 33.

Aircraft & Damage: Funk F23B, Bent engine mount, twisted prop and bent cowlings. Injuries: None

Pilot Statement: Shortly after touchdown on landing, aircraft nosed up causing damage to prop, engine mount and cowlings.

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Pilot: Elsie Cool, Fremont, Michigan

Time & Place: July 30, 1966, 4:20 p.m., Bottineau Municipal Airport

Pilot Time: 45 hrs. TT, Student, ASEL, age 39.

Aircraft & Damage: Piper Cherokee, Damaged wing tips, bent nose strut.

Injuries: None

Accident Summary: Student pilot on extended cross country, attempted landing.

Touched down, was too fast and too far down runway. Pilot unable to stop. Aircraft upon reaching end of runway overrunning the strip and striking fence.

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Pilot: Robert Lagein, Noonan, N.D.

Time & Place: July 31, 1966, 9:30 a.m., 7 miles east of Rock Lake, N.D.

Pilot Time: 54 hrs. TT, Private ASEL, age 36.

Aircraft & Damage: Cessna 172, Damaged left wing tip, nose gear broke, prop bent, right wing. INJURIES: None

Pilot Statement: After making a landing and during rollout on a gravel road running north and south with a northeast wind, the left wheel hit a gravel ridge and pulled me into the ditch.

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Pilot: John A. Cronquist, Gilby, N.D.

Time & Place: July 31, 1966, 6:00 p.m., 2 miles north and 1 west of Gilby, N.D.

Pilot Time: 18 hrs. TT, Student, ASEL, age 41.

Aircraft & Damage: Cessna 172, Damaged nose gear, prop, left wing. INJURIES: None
Pilot Statement continued next page----

ACCIDENTS - continued

Pilot Statement: Made normal take off up to about 50' in the air. Engine started to sputter badly and immediately lost power. Over end of runway and had to make a 45° turn to the left to avoid obstruction ahead, landed plane and rolled 250 ft. before coming to small coulee. Plane glided over coulee but nose wheel broke off on impact with opposite bank. Plane continued for a few feet, then nose strut hit hole and broke off. Plane went down on nose and left wing tip.

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FOR SALE: 1947 Cessna 140 good condition, engine topped, new battery. Price \$2,000. Contact A.H. Johnson, Wolf Point, Montana - Telephone: 653-2739

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FOR SALE: Cessna 120, Like new and immaculate throughout, fully equipped and licensed Ceconite wings, lear radio, Omni, full gyro panel and low time engine. A bargain at \$3200. firm. Contact Jack Luther, Mohall, N.D., Tel: 756-3403 or 756-6377

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FOR SALE: 1951 Cessna 195 with 300 Jacobs, \$4500; 1959 Piper Super Custom Apache \$1850.; 1963 Cessna 150 Commuter \$5,000.; 1954 Cessna 180 Fully Equipped, \$6,000. Con. Jack Daniels, Servair Assessories, Box 612, Williston, N.D. Tel: 572-3773.

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HELP WANTED: Wanted to hire 2 aircraft mechanics with A&P ratings. Steady work. Write or call Prince Kunderdt, Kunderdt Aviation, Inc., Fargo, N.D. Hector Airport Tel: 237-5305 or write Box 1467, Fargo, N.D. (or mechanic with either A or P Rating.)

NORTH DAKOTA AERONAUTICS COMMISSION

BISMARCK MUNICIPAL AIRPORT

BOX U

BISMARCK, NORTH DAKOTA

(Continued)

FOR SALE: 105 Stinson complete, less engine, wood, aluminum or fabric, a rebuild project for someone; 1965 Pawnee 235, 425 hrs. TT on engine and airframe, turn and bank, Duster, side loading, high density, very clean; Wanted: 125 hp damaged Cub. Contact Chester Anderson, Powers Lake, N.D. Tel: 464-2271

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FOR SALE: Luscombe 8A, side by side, continental 65 HP, chromed jugs, 250 SMOH, metal prop, navigation and landing lights, Regency 10 crystal radio, \$1400. Contact Ron Polsfut, Benedict, N.D., Tel: 722-4615

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FOR SALE: Cessna 140, 1946, Narco Super Homer radio, contact Ray Schafer, Bismarck Tel: 223-3398 after 5:00 p.m.

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FOR SALE: 1960 Pawnee PA-25-150, 250 SMOH, Wing tips, would consider trade on a Piper PA-11 or Super Cub. Contact Bob Hunskor, Newburg, N.D. Tel: 272-3402

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FOR SALE: 2-90 HP cont. engines, 1-105 Lyc. engine, 1-100 hp cont. all airworthy; 3 damaged PA-11's; 1-PA-18-105; 1-172 Cessna 1962 Skyhawk damaged, engine cabin, prop, landing gear, instruments, radio; Large number 30 & 40 ft. span laminated beams, also 14 in concrete blocks, excellent for T-Hangars or group type of hangars. Contact Wakefield Flight Service, Box 812, Devils Lake, N.D. Tel: 662-2827, 662-3238.

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FOR SALE: 1954 Tri Pacer, full panel, needs relicensing. call Floyd L. Dominick, 523 - 5th St. N.E., Jamestown, N.D. Tel: 252-3539

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