

PUBLISHED IN THE
INTEREST OF AVIATION

INTERNATIONAL EXPERIMENTAL AIRCRAFT ASSOCIATION TO HOST FLY-IN AT MINOT AUGUST 19th AND 20th.

Experimental Aircraft Association Chapters of Manitoba, Saskatchewan, North and South Dakota, Minnesota and Montana are having a Fly-In at the Minot International Airport, August 19th and 20th. The Minot Experimental Association Chapter is acting as host of the event and is expending a great deal of effort to make it a success. The Fly-In is scheduled to begin Saturday afternoon with Sailplane demonstrations and rides, and a Fly-by of homebuilt aircraft.

Radio-controlled models will also be flown and the Social event of the meet will be a Hangar Dance, Saturday evening. Events will get off to a good start with a pilots' breakfast Sunday morning and will conclude with an Aerobatic show that afternoon from 4:30 to 5:30. The public is invited to the airshow which will be free to all. Pilots are invited to bring in antiques and homebuilders are also invited to show off their projects no matter how far along or just beginning.

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100 AIRCRAFT FLY-IN FOR A VERY SUCCESSFUL FLIGHT BREAKFAST AND AIRSHOW SPONSORED BY VALLEY CITY AIRPORT AUTHORITY.

One of the areas most successful Fly-Ins was organized recently by the Valley City Airport Authority and was attended by pilots from a wide area. The Valley City Civil Air Patrol was in charge of the Flight Breakfast, which set the stage for a very pleasurable day last July 16th. The occasion allowed the Airport Authority to show what progress has been made at the Airport and they announced the following new services:

- (a) 24-hour a day gas service both 80 and 100 Octane. Call on Unicom 122.8 for service any time 24 hours a day, seven days per week. Flip Miller, the operator, lives at the airport and has Unicom in both his house and the shop. Airport has runway lights & beacon. Runway lights on every night.

- (b) Valley City Pilot's lounge in upstairs of the administration building. Have radio and TV for their use, also direct phone to Jamestown FAA Flight Service Station for weather. Pilot's shower, restrooms and couch in administration building.

- (c) Gasoline sales to general aviation have increased from 5,000 gallons per year to 18,000 gallons in 12 months at the Valley City Airport.

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FREE FLIGHT BREAKFAST AT FORMAN, N. D. AIRPORT, SUNDAY, AUGUST 27, 1967

Charles Anderson has announced a free flight breakfast at the Forman, North Dakota airport on Sunday, August 27, 1967 from 8:00 a.m. to 12:00 Noon. Cakes sausage and coffee will be served free to those flying-in. Free transportation will be provided to town to tour Ratherts Antique Show and a Threshing Bee. The Forman's Lions Club is sponsoring the event.

The airport is located a half-mile north of Forman and has a NW-SE runway, 2600 feet. Please bring your own tiedowns. Landing strip will be in good shape, according to Anderson.

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KUNDERT AVIATION MECHANIC SCHOOL FALL TERM OPENS SEPTEMBER 5

Lee Barnum, Director of Kundert Aviation Mechanic School, Fargo, North Dakota announced the fall term of the aviation mechanic course begins on September 5. The classes starting this fall will be for airframe. Ultimately as the school grows, both airframe and powerplant courses will run together.

The school announced that it has pre-enrollment of twenty-four students including 7 under the G.I. Bill; one under MDTA; two under the Vocational Rehabilitation Program and the balance are paying their own tuition.

The school announced that it has moved into its new building and has openings for several more students for the fall term. The school is setting up trailers to house out-of-town students. Student trainees interested in aviation mechanic courses under various training arrangements should write immediately for a brochure to Lee Barnum, Director Aviation Mechanic School, Kundert Aviation, Inc., Box 1467, Fargo, North Dakota.

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ATTENTION ALL PILOTS: If you haven't already done so, renew your N. D. Airman Registration Certificate now. This will insure the continuation of your name on the mailing list of the Newsletter.

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OLIVER COUNTY AIRPORT AUTHORITY--STATES FIRST

Oliver County Commissioners recently took a bold step forward and created the first County Airport Authority in the State of North Dakota. At a recent County Commission meeting the three Commissioners Wm. R. Vanosting, John Weber and Norman Jacobson created the Oliver Airport Authority and appointed the following to serve on the Authority: Ferdie Fandrich, Alvin Letzring, Gerald Calloway, Paul Isaak and Wm. R. Vanosting.

The Airport Authority has been directed to study the feasibility of a County Airport and if feasible, to secure land, construct and maintain the airport for use and benefit of the County of Oliver.

The Minkota Power Cooperative of Grand Forks, North Dakota has offered to contribute funds to the newly created Authority to defray some of the expenses and has pledged its whole-hearted cooperation on the project. Minkota is in the process of building a Thermo-Hydro 227,000 KW lignite burning Electric Generating plan approximately 5 miles SE of Center. A dam is also being constructed across Square Butte Creek to supply the necessary water for coolant.

Minkota Project Coordinator Kenneth S. Vig explained that our first thought was to build a landing site near our generating station, but after analyzing the situation we decided that an airport that would also benefit Oliver County and the people of Center was a better plan. We therefore decided to divert the allocated funds to the Oliver County Airport Authority.

Prior to the County Commission meeting Mr. Kenneth S. Vig of Minkota and Vernon H. Baltzer of the North Dakota Aeronautics Commission had met with the County Commissioners and had explained and discussed the entire proposal with the Commissioners and other interested parties. During the course of the meeting it was pointed out that an Airport was as much a means of ingress and egress to a City as a railroad or a highway.

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GREATER NORTH DAKOTA ASSOCIATION TO SPEARHEAD EDUCATIONAL PROGRAM

The Aviation Committee of the GND, chaired by Irv Melroe of Gwinner, North Dakota held an all day meeting in Jamestown, North Dakota, the 6th of July. Attending the meeting was Sen. Gail Hernet of Ashley, N. Dak., former President of GND; Dan Wakefield, Devils Lake, N. Dak., President of the North Dakota Aviation Operators Association; R. C. Crockett, Vice President and Executive Director of GND; John Klingenberg, Engineer, North Central Engineers, Jamestown; E. A. Nasset, GND Field Representative; Vince Buck, President of GND, Jamestown; Rep. Robert Reimers, Carrington; Harold Vavra and Vernon H. Baltzer of the North Dakota Aeronautics Commission.

In summarizing the meeting the Chairman, Irv. Melroe, stated that it appeared that to move the Airport building program forward in North Dakota, that an educational program would have to be instigated by some organization or group, that would point out the benefits a City could expect to receive from a good airport. He pointed out that an airport was a two-way means of securing goods and services and that perhaps some goal be set for an airport building program.

He suggested that a goal of at least one improved hardsurfaced airport in every county or maybe an improved airport not over 15 minutes driving time from any point in the state, be set.

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NEW ROCKFORD, N. DAK. COMPLETES PAVING TWO RUNWAYS

The City of New Rockford, North Dakota has completed the paving and sealing of two runways according to Ole Aslaksen. Hardsurfaced is a 3,600 ft. x 50 ft. NW-SE runway and a NE-SW - 2,000 ft. x 50 ft. In addition 2,000 ft. of taxiway to the hangar areas has been paved. Archie Campbell was the contractor. The paved runways have been sealed, and are open for use. Also the N-S turf runway is open for use. The runway design is a gravel base with a cold mix mat. The New Rockford paving project was completed without Federal-aid monies.

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COOPERSTOWN AIRPORT AUTHORITY PAVES NW-SE RUNWAY

According to Albert Thompson, Vice Chairman of the Cooperstown Airport Authority, it has completed paving the NW-SE runway, 2,600 ft. x 50 ft. with a southeast turnaround.

The Cooperstown Airport Authority contracted for the work with the S & S Construction Co., who were paving city streets there, at a cost of \$26,299.00. The pavement design is a 6" gravel base with a 2" hot mix mat. No Federal-aid funds were involved.

The NW-SE runway is open for use. Caution--do not use turf runways at this time, since there remains some grading to be completed near the intersection with the paved runway. Editor's Comment: This is another example of how an airport authority can make financial arrangements and get the job done quickly. The Cooperstown Airport Authority was created in 1966 by the City of Cooperstown.

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PREFLIGHT PLANNING FOR A VFR CROSS-COUNTRY FLIGHT - - - SERIES 2

1. HOW MAY YOU OBTAIN WEATHER INFORMATION FOR PREFLIGHT PLANNING? Visit your local Weather Bureau (WB) airport station or your nearest FAA Flight Service Station (FSS) for a thorough weather briefing. The latest weather maps, area forecasts, terminal forecasts, winds-aloft reports, winds-aloft forecasts, advisories, hourly sequence reports, and pilot reports will be available. If a visit is impractical, telephone calls are welcomed. When telephoning, identify yourself as a pilot; state your intended route, destination, intended time of takeoff, and approximate time en route; and, advise if you intend to fly only VFR.

The "Weather Bureau-FAA Information Service" section of the Flight Information Manual contains the location and telephone numbers of WB offices and FSS along with some other pertinent information. Note the "restricted" telephone number listed for some WB Stations on which only aviation weather information is given. Some WB Stations have the Pilots' Automatic Telephone Weather Answering Service (PATWAS) which is a transcribed weather information service. For availability of weather information at various airports, check the Directory of Airports Supplement (longest runway and facilities column) to the Airman's Guide.

2. WHAT IMPROVEMENTS ARE BEING MADE TO PROVIDE MORE AND BETTER WEATHER INFORMATION FOR PILOTS? (1) FSS are now providing a VFR Flight Following Service. A pilot wishing to take advantage of this service must, among other things (see "Good Operating Practices" in the Flight Information Manual), file a VFR flight plan, request the Flight Following Service, and receive a thorough preflight briefing. (2) Equipment is provided at selected Flight Service Stations by which weather and Notice to Airman data will be recorded on tapes and broadcast continuously over the low-frequency (200-400 kc) navigational aid facility. Check the Air Navigation Radio Aids Section of the Airman's Guide for the stations currently providing this information.

3. WHAT FURTHER PREFLIGHT WEATHER PLANNING SHOULD BE DONE TO OBTAIN IN-FLIGHT WEATHER INFORMATION? From your charts and the Air Navigation Radio Aids section of the Airman's Guide, make a list of the Flight Service Stations along your route that broadcast the weather information at 15 and 45 minutes past each hour. (If the VFR Flight Following Service is used, this information will be given to you.) In addition to these two scheduled broadcasts, you may also contact them at any time for further information.

4. WHAT IS RECOMMENDED BY GOOD OPERATING PRACTICES? If the preflight weather briefing reveals questionable or marginal weather, use reasonable restraint in flying VFR. File a flight plan even if you do not choose to request the Flight Following Service. Maintain a close check on the weather through your Flight Service Stations. Be sure to close your flight plan upon arrival.

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NEW SECTIONAL CHARTS

The Coast and Geodetic Survey has started revising the Sectional Charts as we now know them to a new format. Basically the charts will cover more area as they will be printed back to back. In addition, they will be folded to a size of 5 x 10 inches. These new charts will gradually replace the older type with the first editions covering the east coast on a production priority then switching to the west coast with the balance following no special sequence. The 37 new type charts will replace the original 87 existing Sectional Charts and each will cost 50 cents. The scale will remain the same at 1:500,000 and most of North Dakota will be covered on one chart (Twin Cities). To give you an idea of when to expect this area to change, the production order is 34 or only 3 from the bottom.

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AERIAL APPLICATORS

There has been some confusion as to whether or not a chemical could be applied if the label did not list specifications for aerial application. In some localities this was construed to mean that the chemical could not be used aerially. Through the efforts of Phil Marvin of the National Aerial Applicators Association, the matter was cleared up both with the U.S.D.A. and the F.A.A. Here is the combined interpretation: "Therefore, any material may be applied by aircraft and in accordance with FAA Part 137 notwithstanding the fact that no specific instructions appear on the label relative to aircraft application." NAAA is working on the chemical companies to see that aerial application is not ignored as it has been so often in the past.

The Food and Drug Administration has now established a tolerance for DDT, DDD, and DDE in milk. This tolerance is 0.5 ppm in whole milk or 1.25 ppm on a butterfat basis. This is much better than the old zero tolerance and may have prevented the dumping of considerable milk and perhaps a *damage* suit or two.

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1. WHAT IS THE PURPOSE IN FILING A VFR FLIGHT PLAN? It is excellent insurance and costs nothing but a few minutes of your time. The information in your flight plan will be used in search and rescue operations in the event of an emergency, so make it accurate. An examination of en route accidents shows an inordinate relationship between the number of accidents by aircraft not on flight plans as compared to those that do file a flight plan.

2. HOW, WHEN, AND WHERE SHOULD A VFR FLIGHT PLAN BE FILED? Pilots are urged to file in person or by telephone to the nearest FSS prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone to avoid congestion on the already busy communications channels. When filing by telephone or radio, have all the necessary information written down in the order it appears on a flight plan so that you will utilize the least amount of the controller's time and release the telephone circuit or radio frequency for someone else.

3. WHAT MUST YOU DO TO USE THE VFR FLIGHT FOLLOWING SERVICE? You must first have a functioning two-way radio in your airplane; the duration of the proposed flight must exceed one hour; and your route must be such that suitable flight watch stations are available. Then you must file a VFR flight plan with the nearest FSS, request VFR Flight Following Service, and receive a thorough preflight briefing from FSS personnel. The briefer will give you en route and destination weather and forecasts, winds-aloft, NOTAMS, and will designate the flight watch stations which you should contact. After take-off, report your "off time" directly to the FSS. Contact each flight watch station designated by your FSS briefer as you pass over it and they will have the latest pertinent information all ready for you. When you reach your destination, BE SURE TO FILE AN ARRIVAL NOTICE.

FAR, Part 91.83 states that "When a flight plan has been filed, the pilot in command, upon cancelling or completing the flight under the flight plan, shall notify the nearest FAA Flight Service Station or ATC facility." Pilots are urged to file arrival notices with the nearest FSS when practical to reduce congestion on control tower communications channels.

4. WHAT IS RECOMMENDED BY GOOD OPERATING PRACTICES? Except for the preflight action required in FAR 91.5 and filing an arrival or completion notice, the other procedures above come under good operating practices. Whether you file a flight plan or not, make regular position reports to FSS stations so that search and rescue action, if necessary, can be focused within the proper area. These FSS contacts will enable them to give you pertinent SIGMETS and ADVISORIES for Light Aircraft, current altimeter settings, and upon request, they will provide complete information on weather conditions, status of airports, and nav aids. Monitor the scheduled broadcasts made by these stations.

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NEW FORMAT & CONTENT FOR SCHEDULED & TRANSCRIBED AVIATION BROADCASTS

A nationwide test began August 1, 1967 aimed at reworking and modernizing the aviation broadcasts that have not been changed much in the last quarter of a century. These broadcasts were originally designed for "receiver only aircraft" which is now outmoded and wasteful of both the pilot's and the broadcaster's time. Briefly, the content of the test program scheduled broadcasts will be: 1. Surface weather at the broadcast location plus weather at remote radio communication outlets where available, and additional reports determined locally to be required; 2. Weather Advisories - Airmets and Sigmets; 3. Pilot Reports; 4. Radar Reports; 5. Alert Notices on lost or overdue aircraft; 6. Notices to Airmen; and 7. Status of military training routes and areas.

Surface weather reports in the transcribed weather broadcasts will consist of sky condition as reported, visibility when six miles or less including type of obstruction; temperature when 35° or less or 85° or more, dewpoint when temp./dewpoint spread is 5° or less; direction of surface wind and speed when ten knots or more or a shift of 22½° or more occurs. Only local altimeter report will be furnished. a shift of 22½° or more occurs. Only local altimeter report will be furnished.

Important NOTAMS will be broadcast.

Participating in the test are the following Flight Service Stations in North Dakota: Grand Forks; Dickinson; Minot; and Jamestown.

The fact that the Pembina and the Devils Lake VOR's are removed to Grand Forks and Williston removed to Minot means that pilots will be hearing the new format from these stations also.

Further details are available at all Flight Service Stations. Pilots are urged to listen to the broadcasts, compare them to the old, and to discuss them and their requirements at any Flight Service Station either verbally or in writing. All comments and recommendations will be forwarded to Washington.

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ACCIDENTS

Pilot: A. H. Kilgore, DDS, 524 Princeton St., Grand Forks, N. D.

Time & Place: November 19, 1966, 4:28 p.m., Grand Forks Airport

Pilot time: 312 hrs. TT, Private, ASEL, age 48

Aircraft & Damage: Beech J-35, Damaged nose gear, wings, fuselage, left wing, tail assembly. Injuries: Minor

Pilot Statement: Left Fargo, N. D. about 3:55 p.m. for Grand Forks, N. D., everything functioning well. Arrived Grand Forks about 4:25 p.m. and entered pattern for landing on runway 26. On final approach about 90-95 MPH touch down on first third of runway, bounced gently and settled down, warning buzzer had sounded just prior to touch down. Applied brakes gently, no response. By this time even with north-south runway, power had been completely closed prior to touchdown, so could see I didn't have sufficient room to take off for go around. Applied brakes, no response, just kept rolling. As end of runway approached, angled plane to north of runway thinking grass would blow plane down, hit ditch, nose wheel tore off and plane flipped over on its back, no fire, were able to unfasten seat belts and leave aircraft with minor injuries.

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Pilot: Paul A. Trautman, Box 825, Jamestown, N. D.

Time & Place: December 20, 1966, 3:00 p.m., Jamestown, N. D.

Pilot time: 1600 hrs TT, Commercial, ASEL, FI, Instrument, Age 31

Aircraft & Damage: Aeronca 7AC, Total loss

Injuries: None

Pilot Statement: Aircraft was in a shallow banked high angle of attack attitude. Pilot was observing fox over left shoulder well behind the wing. Aircraft began to gently settle, pilot eased nose down, nose continued to drop to the straight down position. Aircraft then began shallow turn to the left. Pilot was only able to ease the nose up to decrease the angle of impact.

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Pilot: Charles Leidal, Box 704, Moorhead, Minnesota

Time & Place: December 9, 1966, 10:00 a.m., Fargo, N. D.

Pilot time: 3,030 hrs. TT, Commercial, MSEL, Age 33

Aircraft & Damage: Beechcraft 35, bent propeller, 2 leading edges of wings and nose cowl.

Injuries: None

Pilot Statement: I had tried to start the engine, no start. Preheated it, I pulled out the heater and turning prop to see if the engine was still stiff. It started and ran into a parked aircraft.

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GRAND FORKS MAN APPOINTED TO AERONAUTICS COMMISSION BY GOVERNOR

Louis Gershman, a Grand Forks businessman, was appointed as a commissioner to a five-year term on the North Dakota Aeronautics Commission, recently by Governor Guy. Mr. Gershman will fill the position formerly held by William M. Swanston, Jr. of Fargo.

Mr. Gershman holds a Private Pilot rating having started flying in 1939 on the old Grand Forks Municipal Airport, and having as his instructor Les Jolly, a former Aeronautics Commissioner.

He is president of Grand Forks Airmotive, a fixed base operation located on the Grand Forks Municipal Airport, also vice-president of Air Spray, Inc., also doing business at the Airport. Mr. Gershman's main line of business is the operation of the Grand Forks Hide & Fur Co., in which he is a partner.

He is a native of Grand Forks County being born and raised there. He and wife Susan, children Marilyn 18; Bruce 16; Leo 14; Nancy 12; Debra 8; and Sandra 6, live at 423 Reeves Drive. Gershman is a Past Commander of the State DAV; also a member of the Elks, American Legion and Veterans of Foreign Wars.

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CANADIANS SPONSOR AVIATION TRADE FAIR AT WEYBURN, SASK., SEPT. 2, 3, 4, 1967

The Canadian Owners and Pilots Association announced a Labor Day Fly-In and Aviation Trade Fair at Weyburn, Sask., Canada Sept. 2, 3, 4th. Air Fair includes skydivers, sail planes, home built aircraft, gyro-copters, latest models of general aviation aircraft & helicopters, spraying aircraft and the Red Knight. Banquet and Dance. Trophies will be awarded in all categories. Registration Fee \$5.00 per couple for the three days.

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AERONAUTICS COMMISSION HEARS APPLICATION OF COMMAND AIR, INC.

On July 10th, the N. D. Aeronautics Commission heard the application of Command Air, Inc. of Frazee, Minn. Command Air has asked for a certificate of public convenience and necessity from the State Aeronautics Commission, to operate twin engine scheduled air service between Detroit Lakes, Minn.; Fargo, Carrington, Minn. and return and between Fargo, Jamestown, Bismarck and return to Detroit Lakes, Minn. The State Aeronautics Commission is expected to issue its decision very shortly.

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WANTED TO BUY: Cub or Champ preferably with sprayer attached. Aircraft may be damaged. Contact Ron Polsfut, Benedict, N. D. Telephone 722-4615.

WANTED TO BUY: Fuselage and cowl for Luscombe 8A, also exhaust and carburetor for a 65 Continental engine. Would also consider a Luscombe with run-out engine or one in need of a fabric job. Contact Ed. Monder, Isle De Chenes, Manitoba, Canada

AIRPORTS & OPERATORS

WILLISTON - The NW-SE runway of Stoulin International is being lengthened to the NW and men and equipment will be working on the approach. Caution should be exercised while making an approach to runway 110 until further notice or the improvements have been completed. In addition to the extension, which will provide Williston with a 6000' hard surfaced runway there will also be installed Runway End Identification Lights and Visual Approach Slope Lights.

Word has been received from FAA that sometime in the near future a remote communications outlet on 126.7mc will be installed at the airport proper so as to allow communications with the Flight Service Station from an aircraft parked on the ground.

BISMARCK - The H marker has been relocated to the Outer Marker and is now on high power, compared to the old unit.

WIMBLEDON - Freddie G. Mutschler has what is believed the only paved private airport in the state. The airport is located in the SW $\frac{1}{4}$ of Sec. 2, Twp. 141, R. 62 or 3 miles east and 1 mile south of Spiritwood Lake. Elevation is given as 1500'.

Runway is North-South, 2000'. 80 and 100 Octane gas is available.

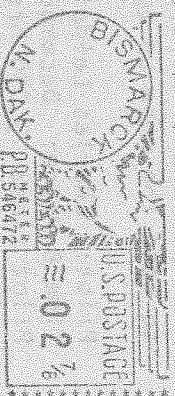
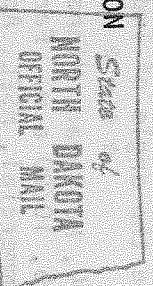
INTERNATIONAL PEACE GARDEN AIRPORT - Work is progressing very smoothly and on schedule with a completing date scheduled about September 1, 1967 when it is expected that the airport will be re-opened to traffic.

WATFORD CITY - Grading of the new airport site is expected to start this month.

The new site is adjacent to the present site, only across the highway to the south.

MINOT - Victor Gelking, Minot Aircraft Sales announces that he has been appointed as the Aero Commander Dealer. * * * *

NORTH DAKOTA AERONAUTICS COMMISSION
BISMARCK MUNICIPAL AIRPORT
P. O. BOX U
BISMARCK, NORTH DAKOTA 58501



Margaret Rose
Historical Society
Liberty Memorial Bldg.
Bismarck, N. Dak. 58501

FOR SALE: Aero-Dyne sprayer Model AD 311P, 75 gal--rigged for J3-Cub, Al condition or will trade in on two-place airplane. Contact Floyd Gravesen, Kenmare, N. D.
Telephone: FU5-4424

FOR SALE: 1966 C-model Baron, 185TT, loaded; 1956 G-35 Beech, 7008 Model; 1959 P-25-250 autoflight dual omni ADF, 3 light marker beacon - tip tanks, 180 SMOH; 1966 Cherokee 180C - 590TT, Mark 12 - VOA4; 1965 PA24 - 260 - auto flight, Mark 12 - 4 ADF - New periodic, 740TT, fuel injection; 1966 Cherokee Six - 130TT, Mark 12 - ADF; 1967 Cherokee 180C, Mark 12 - Mark 3 - ADF - 3 light marker beacon, auto pilot, electric trim, ferry time only; 1966 Cessna 206 - 80TT, Mark 12 - ADF, 3 blade prop, fuel injection; 1 - 1960 Travel Air; 2 - 1956 Super-Cubs; 1951 PA18 - 105 hp., 350 SMOH, 1242 TT, recovered 1964, PTR 1 radio 27 channel; 1965 Mooney Super 21, 430 TT, Mk 12, VOA-4, electric gear, auto pilot; 1965 Cherokee 140 - Full panel, Mk 3, Metco air wing tips; 1965 Cherokee 140, full panel, Mk 12, Piper 01 omni; 1965 Cherokee 235, full panel, Mk. 12. See or call Mid-State Aviation Inc., Box 1014, Bismarck, N. D. Telephone 223-6862.

FOR SALE: 1959 PA18, 95 Hp, complete w/ or without Sorenson Unit, VHT-3 radio, 2160 TT, 300 since TO; Also 1966 Cessna 150 primary panel, NAV-Com 300, total time 460 hrs. Contact Larry Ahrens, 2045 - 5th St. NW, Minot, N. Dak.

FOR SALE: C-90-8 Engine, new V major bore .015. Contact Dick Halldorson, Cavalier, N. D. Telephone 265-4466.
