NORTH DAKOTA AVIATION NEWSLETTER

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NORTH DAKOTA
AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA

MAY - 1968

NEW RULING CONCERNING TRANSIENT AIRCRAFT ENTERING CANADA

Effective as of February 1, 1968, the Air Transport Committee of the Department of Transportation in Ottawa, has issued a regulatory ruling that groups of persons entering Canada for pleasure, fishing, sight-seeing, etc., wherein the passengers share the costs of the flight equally, are to be considered as a commercial venture.

Being considered a commercial flight, it will need in addition to the usual prior Customs notification, a PRIOR CLEARANCE, issued by the Air Transport Committee of the DOT (Department of Transportation). This Prior Clearance can be secured by writing, telegramming or in the event of dire necessity, by phone, to the following:

	Phone
The Secretary	During normal office hours-613-996-1104
Air Transport Committee	After normal hours - - - - 613-731-5137
200 Isabella St., Ottawa, Canada	(Mr. Pearce) or
	After normal hours - - - - 613-285-3211
	(Mr. Osterhout)

Ask for a Prior Clearance Permit, state your name, N-number of aircraft and number of persons on board, point and time of entry. The Air Transport Board will issue the permit, sending you a copy, also sending the Customs official at the point of entry a copy. As an additional safeguard to prevent delays, caused by your authorization not reaching the Customs office at the point of entry, it is suggested that you be sure and carry your permit along with you. In the event you should reach your destination and no permit is on file and you do not hand carry a copy, you may have to wait until a reasonable hour before a phone call can be placed to Ottawa, to verify that you have made an application. It is not inconceivable that you may be made to leave and return to the U.S.

No charge is made for the Prior Clearance Permit and in talking to the officials in Ottawa via phone, several other points were made and we will pass them on.

(1) Even if all members of a flying club are on board, a permit will be required. This ruling came about because of the big flying clubs such as DC-3 to DC-7 Travel Clubs.

(2) A permit is needed if aircraft is private and your passengers share and contribute to the expenses. If entirely your guests, no permit is needed.

(3) A Cruising Permit will be issued by the Customs Official after you land, as has been done in the past, for all flights inside of Canada.

Air Taxi Operators can secure a five year Permit by asking for Air Transport Committee Circular 55/64 and showing financial capability, being fully licensed by FAA and having an Operators Specification or Operation Manual, showing Canada as a country you can operate into. The Air Taxi Permit will allow operations into any two adjacent Provinces of Canada and does not allow you to pick up and ferry between Canadian cities. Most Air Taxi operators will want to apply for Group "C" under 2500 lbs. and Group "B" which is 2500 lbs. to 18,000 lbs.

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BRUCE WRIGHT, PIONEER AVIATOR, DIES IN MINOT

Bruce Clifford Wright, 81, pioneer aviator and former Cooperstown resident, died in a Minot hospital Friday, April 12.

Mr. Wright was born in Prescott, Ontario, July 30, 1886 and grew up at Michigan, North Dakota. He learned to fly at Grand Forks in 1926 and in his early years as a pilot, traveled with air shows in North and South Dakota and Minnesota, doing all types of stunt flying.

From Michigan he moved to Cooperstown where he operated a welding shop and airport during the 1930's. He sold the shop to Ed Reiten and moved to Bottineau and during World War II went to Minot where he was chief mechanic with the Naval V-12 program.

Mr. Wright moved to Williston in 1944 and took over the municipal airport and in 1946 opened Wright Field and also operated Wright Flying Service. He retired in 1949 and in 1966 returned to Minot.

The veteran pilot logged over 16,000 hours of flying time and during his years as a pilot never had an accident. He was the pilot when the first aerial deer census was conducted in the United States. The census was made in North Dakota in 1941 and he participated in similar aerial surveys in 1942 and 1943.

Mr. Wright taught hundreds of people to fly, including Air Force Col. Richard L. Johnson, holder of numerous awards and breaker of many aviation records.

In 1951 Mr. Wright received an award from the Aircraft Owners and Pilots Assn. for superior services and facilities, provided for transient planes. In 1956 he was named chairman for the organization of a N.D. chapter of the OX5 club, a group composed of pilots who earned their wings using the OX5, which was the "Model T" of the airways.

ELEVEN G.I. FLIGHT SCHOOLS APPROVED BY FAA, STATE APPROVING AGENCY AND THE VA

As of the date this article was written, there are 11 G.I. Flight Schools in North Dakota, which have been approved by the FAA, the State Approving Agency and the Veteran's Administration, for offering flight training to eligible veterans.

An eligible veteran, in order to pursue flight training, must possess a valid private pilot's license, or must have completed the number of hours of flight instruction required for a private pilot's license and must meet the medical requirements necessary for a commercial pilot's license. Veterans are entitled to educational assistance who have served at least 181 days continuous active duty, any part of which occurred after January 31, 1955, or who was released from active duty after January 31, 1955, for a service-connected disability.

The flight courses approved for individual schools for offering G.I. flight training are identified after each school with these letters: C--Commercial; FI--Flight Instructor; I--Instrument; II--Instrument Instructor; ME--Multi-engine. There are several additional schools that are in the process of seeking approval. North Dakota approved schools for G.I. Bill flight training follow:

1. Capital Aviation Corporation, Bismarck (Approved for C; FI; I and ME).
2. Agrichemical Aviation, Inc., Bismarck (Approved for C; FI and I).
3. Mid-State Aviation, Inc., Bismarck (Approved for C; FI and I).
4. Flight Development, Inc., Fargo (Approved for C; FI and I).
5. Kundert Aviation, Inc., Fargo (Approved for C; FI and I; also approved for mechanic school for Airframe and Powerplant ratings).
6. Skroch Flying Service, Fargo (Approved for C; FI and I).
7. Grafton Aero Service, Inc., Grafton (Approved for C and FI).
8. Grand Forks Airmotive, Inc., Grand Forks (Approved for C; FI and I).
9. Montgomery Air Spray, Inc., Grand Forks (Approved for C; FI; I and II).
10. Jamestown Aviation, Inc., Jamestown (Approved for C; FI and I).
11. Pietsch Flying Service, Minot (Approved for C; FI and I).

Several of the schools listed above are taking steps to add to the number of approved courses.

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KUNDERT AVIATION MECHANIC SCHOOL, FARGO, GRADUATES FIRST CLASS

Kundert Aviation, Inc., mechanic school graduated 18 students this spring, who completed the Airframe course at its school at Hector Airport, Fargo, N.D. Final grades reported by the FAA, Oklahoma City, showed that 94.5% of the students attending the school passed the airframe written examinations, according to Lee Barnum, director of the school.

For the spring and summer mechanic school classes, Kundert Aviation, Inc. enrolled 28 students with three more starting in June. Of the present 28 students enrolled, the school has 13 G.I.'s; three under Rehabilitation Programs; one under Manpower Development Training Program and 11 paying their own way, according to Barnum.

Kundert Aviation, Inc., is now FAA approved for 50 students in its aviation mechanic school The fall term starts on September 23rd. Lee Barnum reports that beginning with the fall term, the school will be in a position to run concurrently both the airframe and powerplant courses.

Barnum reports that job wise, several of the students already have employment pending, receipt of both airframe and powerplant FAA certificates. One student has a job lined up in Hawaii, another is planning to use his skill in missionary work in South America and other students are being employed by the scheduled airlines.

Kundert Aviation Mechanic courses leading to the FAA airframe and powerplant certificates, are courses of study and practical shop work over a period of 12 months. Both courses involve 1920 hours (about 48 weeks) of study and shop work. Classes meet 5 days a week and 8 hours per day.

According to Lee Barnum, students planning ahead, may want to take advantage of one of several financial plans, which are available to them, including G.I. benefits, student loans, rehabilitation programs or training under the Manpower Development Training Act.

Lee Barnum reports that one student under the MDTA program was 2nd highest in the first class on the FAA written exams; another student under MDTA, in spite of hospitalization, was the first student under MDTA to receive both the FAA airframe and powerplant certificate. Another student under rehabilitation program was the only student to pass all of a more difficult FAA written and had not a single day's absence during the entire course.

Dormitory facilities are available on campus for a limited number of students. For further information, potential students may write or call Lee Barnum, Kundert Aviation, Inc., State University Station, Box 5534, Fargo, N.D. 58102

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U.S. AIR FORCE THUNDERBIRDS WILL PERFORM AT MISSOULA, MONTANA

The U.S. Air Force Thunderbirds will perform with their six Star Spangled Jets at Missoula, Montana on Memorial Day, May 30th and Duane Cole. Their appearance at the Missoula Airport is in conjunction with General Aviation Days (May 30 through June 1) to gain a better understanding of General Aviation services, accommodations, and economic importance. Open house at the airport and many activities will take place.

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INSTRUMENT REFRESHER COURSE TO BE OFFERED AT THE UNIVERSITY OF NORTH DAKOTA

An FAA Instrument Refresher Course will be offered at the University of North Dakota December 17, 18 and 19, 1968. Co-sponsors are the Greater North Dakota Association Aviation Committee; the University of North Dakota Flying Club; the N.D. Aviation Operators Association and the N.D. Aeronautics Commission. John Odegaard, Chairman of the Aviation Committee of the University of North Dakota is in charge of arrangements at the University of North Dakota. Flight Standards instructors from the FAA Academy at Oklahoma City will present the instrument refresher course.

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AERONAUTICS COMMISSION GETS NEW OFFICE QUARTERS

The N.D. Aeronautics Commission effective May 1st, moved into newly remodeled 1st floor office quarters at the "Bismarck Old Airline Terminal Building" on the Bismarck Municipal Airport. The building is located one block north of our previous office.

Improvements include a 50% increase in floor area; wall to wall carpeting and convenient access for "General Aviation Aircraft" for parking nearby. The building is situated on the west edge of a large paved apron at the Airport.

Stop in and visit us during your next flight to Bismarck and the Commission staff will give you a cook's tour of the new layout.

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VHF COMMON CHANNELS

The frequencies herewith tabulated are common to the system and, where assigned, will usually permit the limited radio-equipped aircraft to obtain basic VFR services. These common frequencies, as well as the discrete 100 kHz channels below 127.0 MHz, are all within the tuning range and operating capability of 90-channel equipment. Except as noted, the channels are simplex (transmit and receive on the same frequency).

a. 121.5 - Emergency
b. 121.6 - Control Tower, Ground Control
c. 121.7 - Control Tower, Ground Control
d. 121.8 - Control Tower, Ground Control
e. 121.9 - Control Tower, Ground Control
f. 122.0 - FSS's, Weather (future), General Aviation, and Air Carriers at selected stations
g. 122.1 - FSS's Receive-Only
h. 122.2 - FSS's (this frequency is not always available at all towers)
i. 122.3 - FSS's
j. 122.4 - Control Tower, Receive-Only
k. 122.5 - Control Tower, Receive-Only
l. 122.6 - FSS's
m. 122.7 - Control Tower, Receive-Only
n. 122.8 - UNICOM, Non-Tower, Non-FSS Airports
o. 123.0 - UNICOM, Tower and FSS Airports
p. 123.6 - FSS's Airport Advisory Service

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FAA ADOPTS HIGHER WEATHER MINIMUMS FOR VFR FLIGHTS ABOVE 10,000 FEET

Increased visibility and cloud clearance requirements for visual flight rule (VFR) operations between 10,000 and 14,500 feet mean sea level (MSL) have been announced by the Federal Aviation Administration in a move designed to give pilots utilizing this airspace more opportunity to "see and avoid" other air traffic.

Effective as of March 16, 1968, VFR operations at or above 10,000 feet MSL (or more than 1,200 feet above ground level, if higher) will be prohibited unless pilots have five miles minimum visibility and can remain at least 1,000 feet vertically (over or under) and one mile horizontally from cloud formations.

These weather minimums already are in effect above 14,500 feet. However, VFR flying normally is not permitted in positive control airspace which is in effect from 18,000 to 60,000 feet over virtually all of the rest of the country.

The new FAA rule will not affect weather minimums for VFR flights below 10,000 feet. The Agency already has acted to improve the "see and avoid" capability of pilots operating below this altitude by limiting their operating speed to 250 knots (288 miles per hour). This speed limit went into effect on December 15, 1967.

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BISMARCK CHAMBER OF COMMERCE AND AMERICAN LEGION TO HOST NAVY BLUE ANGELS JUNE 18TH

In commemoration of the 50th Anniversary of the founding of the American Legion, Bismarck Lloyd Spetz Post #1 and the Bismarck Chamber of Commerce are sponsoring the famed precision flying team of the "Navy Blue Angels".

The event will take place on Tuesday, June 18th - 12:00 noon, the last day of the N.D. American Legion Convention, which will be held in Bismarck June 16,17,18, 1968.

The team and their support groups will arrive at Bismarck on Monday and depart Wednesday. At press time, the event had not received final confirmation. It is expected that details can be worked out.

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THIRTY-TWO AIRPORT AUTHORITIES CREATED IN NORTH DAKOTA

The Airport Authority Program in North Dakota is rolling along in high gear. To date, 32 airport authorities have been created in the State, which includes 29 municipal Airport Authorities; two County Authorities and the first Interstate Airport Authority in the upper mid-west.

Since the first of the year, the cities of Larimore; West Fargo; Gwinner; Parshall and Drayton, N.D. have created new municipal airport authorities. Larimore, West Fargo and Drayton, N.D. authorities plan new airports. Gwinner authority plans to build a new industrial airpark type of airport with a 3,400 ft. X 75 ft. paved runway, taxiway, apron, install medium intensity runway lights, with future expansion of the runway to 4,200 ft.

Two county-wide airport authorities have been created, one for Sioux and the other for Slope County.

The cities of Breckenridge, Minnesota and Wahpeton, N.D. created in March, 1968 an Interstate Airport Authority, which is a first in the upper mid-west. The airport at Wahpeton is now known as the "Breckenridge-Wahpeton Interstate Airport".

The combined cities of Breckenridge, Minn. and Wahpeton, N.D. are jointly funding improvements at the Wahpeton, N.D. airport for the joint use and benefit of both cities. The first improvement project calls for paving the NW-SE runway 3,300 ft. X 60 ft.; paving of 600 ft. of taxiway and apron, and the installation of medium intensity runway lights. A total of $45,988. in Federal-aid airport funds has been allocated for this project.

Wahpeton members of the new Interstate Airport Authority are Virgil Sturdevant; Dr. Glenn L. Wiltse, Chairman and Dean K. Bassett. Breckenridge, Minn. members are Mark Lorenz; Russell Kostelle and Lawrence Wittenbreer.

The first interstate airport authority was created under the powers provided by the North Dakota State Airport Authorities Act. Special legislation adopted by the 1967 Session of the Minnesota Legislature permitted the City of Breckenridge, Minn. to enter into agreement with the City of Wahpeton, N.D. for the acquisition, operation, maintenance and improvement of a joint use airport, to be located in North Dakota.

The new Breckenridge-Wahpeton Interstate Airport was dedicated on March 26,1968 with the presence of North Dakota Governor William L. Guy and Minnesota Governor Harold LeVander, as well as Minnesota Commissioner of Aeronautics, Lawrence McCabe and Harold G. Vavra, Director of the North Dakota Aeronautics Commission. Also present were Enoch W. Anderson, Chief, FAA Airports Branch and Gerald L. Trout, FAA Airport Engineer, both from Minneapolis, as well as Mayor Paul J. Beithon of Wahpeton and Mayor A.B. Wegner of Breckenridge, Minn. In attendance were city council members and airport authority members from both cities and state legislators from both states.

The name of the Interstate Airport was decided publicly during the dedication by a toss of a coin taking place at the center of the interstate bridge, over the Bois De Sioux river, which separates the two cities and both states. The Mayors of Wahpeton and Breckenridge first drew straws to determine which mayor would call the coin toss. Mayor Wegner of Breckenridge drew the long straw and in turn called "heads", which won the coin toss. Thus the Mayor of Breckenridge won the privilege of naming the airport, which he did, as the "Breckenridge-Wahpeton Interstate Airport".

The North Dakota Aeronautics Commission has scheduled meetings at McClusky and Walhalla, N.D. in May, to present to these cities the airport authority program. McClusky has no airport; while Walhalla has an airport which needs certain improvements.

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INDUSTRIAL AIRPARKS

More and more industries are asking for industrial airpark sites on the airport proper, so that they may park and hangar their company owned aircraft next to the plant and maintain maximum efficiency with their aircraft. This request comes from industrial prospects, whether they locate on "general aviation airports" or on a "combined airline--general aviation airport". In addition, many industries request such a facility to permit their suppliers of parts and raw materials to be in a position to fly to the plant. Many industries are using company owned aircraft as a part of their sales and service department and expect to fly customers to the plant and inspect their products.

Cities and airport authorities in the state should up-date their airport master plans, to set aside sites on or near the airport, for light industry and distribution types of business. Such planning makes it possible for a city or airport authority to show an industrial prospect that the community has "a plan" to meet the requirements of the new industrial airpark concept, which is the future trend.

Many existing airports may require additional land for this purpose, which may be available now, but may be lost to other uses, if a plan is not implemented soon. The N.D. Aeronautics Commission has a 30 minute color and sound 16mm film, entitled "Best Investment Ever Made", which promotes the industrial airpark concept. The film will be loaned upon request.

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AIRPORTS AND OPERATORS

BISMARCK: A new approach frequency has been installed and as of the 1st of May, is operational. The frequency is 126.3 MHZ and should be used well before arriving at the Airport Traffic Area. Approach control will give you all of the pertinent data and advise you to contact tower at a specific point. When contacting tower, specify that you have their numbers and the controller will then sequence you for landing, not repeating the information you already have.

BISMARCK: Capital Aviation Corporation has achieved a first in the area and for that matter in the entire state, in securing approval from both the Federal Aviation Administration GADO #7 and from the Veterans Administration and State Approving Agency for a Multi-engine course. Both Jack and Bob Watts are to be commended.

GLEN ULLIN: Tony Schirado, the President of the Glen Ullin Airport Authority, has informed us that the main NW-SE runway of the Glen Ullin Airport has been re-graded and reshaped to 2600' X 150' and that 100 and 80 Oct. fuel is available. A telephone has been installed on the field and that considerable flying is taking place.

HETTINGER: A new pilots office and lounge has been added in a building near the large hangar. This information is from Frank Broesamle, the Hettinger fixed base operator.

PARSHALL: June 21-23 - Fly-in fish derby and spot landing contest, Hankins Field, Parshall, N.D. Trophies for biggest walleyes and northerns, spot landing winners and pilot coming greatest distance. Displays of new planes; aerobatic show; contest and awards presentation Sunday afternoon. Housing and boats provided. Contact John C. Rinehart, Box 582, Parshall, N.D. 58770; phone 701-862-6175.

PARSHALL: This progressive city has joined the ranks of those that have formed an Airport Authority. Members have at this time not been named to the Authority, although it is expected that at the next City Council meeting, they will be named.

BOWMAN: The Bowman Municipal Airport Authority has purchased Wokal Field from Vic & Joe Wokal and are in the process of building and hardsurfacing a 3000' X 60' runway. Several new hangars are being built and some will be moved from the Miller site. Purchase of the Wokal site from Joe & Vic sort of ends a long and dedicated public service that the City of Bowman received without cost. It will only be after the City starts to supply its own facility that the contribution supplied by these veteran pilots, will be fully appreciated. Joe will still be operating on the field and will continue all prior services as he so ably, has in the past.

MOHALL: Jack Luther, the Fixed Base Operator at Mohall, has recently obtained his Instrument and Instrument Instructor Ratings.

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ALTITUDE - TEMPERATURE EFFECT ON AIRCRAFT PERFORMANCE

Much educational effort has been directed at informing pilots of the effects of temperature and altitude on aircraft performance. In spite of this continuing campaign, temperatures-altitude effects are at least partially responsible for many light aircraft accidents.

We all know that the density of our atmosphere decreases with altitude. A given volume of air of a particular temperature and humidity at sea level will support more weight than the same volume at higher altitude. This reduced density of the atmosphere in which an aircraft operates will result in less lift being created by the wings and in less thrust being created by the propeller. The aircraft's takeoff run will be increased proportionately. Because of the lower pressure and lower oxygen content of the air at higher altitudes, engine efficiency is also reduced. Higher temperature and higher humidity have similar effects on aircraft and engine performance.

The performance figures listed in the manufacturer's manual for length of takeoff run, horsepower, rate of climb, etc., are generally based on standard atmosphere (Temperature 59 degrees Fahrenheit, Pressure 29.92 inches of mercury) at sea level, however, since standard atmosphere is the exception rather than the rule, inexperienced pilots may run into trouble when they encounter an altogether different set of conditions. This is particularly true in hot weather. When the temperature becomes higher than standard for a certain locality, the density of the air for that locality is reduced. This in turn aerodynamically affects the aircraft performance. The horsepower output is decreased and the propeller loses some of its efficiency from the loss of power and because the blades, being airfoils, do not obtain as much thrust from a bite of the less dense air. Since the propeller may not pull or develop its maximum force, it will take longer for the aircraft to obtain the necessary forward speed to produce the required lift for takeoff. Thus, the takeoff distance will be increased. The loss of horsepower and propeller efficiency will also result in a decrease of the climb performance.

It is possible to fly from a field at sea level, and have the temperature high enough to give the airplane operational performance that could be expected at 3,000 feet above sea level. Under similar conditions, airplane performance on an airport at 2,000 feet elevation could be reduced to the performance expected at 5,000 feet elevation. An average small airplane requiring 1,000 feet for takeoff at sea level under standard atmospheric conditions will require a takeoff run of approximately 2,000 feet at an operational altitude of 5,000 feet.

Learn to use the Aircraft Flight Manual or owner's handbook should be used, if available, as this information will show the performance to be expected under various atmospheric conditions. If this data is not furnished or available in your aircraft, the Koch Chart for Altitude-Temperature Effects on Airplane Performance should be used.

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FOR SALE: 1963 Cessna 150 with Mark 4 23 channel transmitter, primary panel, 35 amp generator, ammeter, heated pitot and stall warning, rotating beacon, 600X6 main gear tires, visors, individual seats, color red and white. Priced to sell; 1966 Cessna 150 with Mark 3, primary panel, dual controls ammeter, 35 amp generator, rotating beacon, landing light, 600X6 main gear tires, individually adjustable seats. SEE AND FLY THE NEW CARDINAL. See us for your instrument or multi-engine rating. Fully FAA and VA Approved school.Contact Capital Aviation Corporation, Box 1471, Bismarck, N.D. 58501 Telephone 223-0260

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WANTED FOR CASH: Good Two Place Conventional Gear Airplanes with low time engines (less than 500 hrs.). Write or phone giving full information and if possible pictures to Ed Mondor, Isle De Chenes, Manitoba Tel: 878-3348

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FOR SALE: 1967 Cessna 150 Commuter, full panel, Nav 300, full paint; Beech Bonanza K Model, IFR panel, 2½ Nav com., ADF & Auto pilot. Low time chrome major. Will finance, First American Bank & Trust Co., Bismarck, N.D. Phone 223-2453.

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FOR SALE OR TRADE: 1966 Cherokee 180C - 760 TT, full panel, Mark 12, VOA-4, Bendix T12C, ADF, Auto Flight, Toe Brakes, Excellent condition, always hangared, would consider trading down on good 4-place. Call or write Mr. Rivinius, Box 623, Bismarck N.D., phone 255-2999.

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NORTH DAKOTA AERONAUTICS COMMISSION
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FOR SALE: New Narco Unicoms 122.9 - Big Discount, complete with antennas and mounts; 2 - ARC Mobile 122.9 Unicoms transistorized, complete with mountings for cars, trucks etc. Contact Cloud Modification Service, Inc., 1605 - 6th St. N.W., Minot, N.D. 58701, phone 836-0267

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FOR SALE: 1968 Cherokee Arrow, MK12, full panel, 80 TT, annual July; 1963 Cherokee 180, King 150, full panel, 946 Due, will zero; 1956 Bonanza Mod E, LTR6A, MK, VOA 6 full panel; 1956 Bonanza Mod G, ADF KY 90, 750 SMOH, new annual; 1966 Cherokee 6, 260 LYC ADF, MK-12, VOA4, 260 TT, fresh license; 1962 Champion Challenger, Elec system, full panel, 1000 hrs., will license; 1964 PA-18-150 Super Cub, 840 TT, 100 top; 1959 PA-18A Super cub, Com Spray duster, 480 SMOH, 2100 TT, wing tips nite lights; 1949 PA-18-105 Super Cub, Com Spray Duster 125 hp, 200 hrs. since new engine, Restricted; 1960 Pawnee 150, comb unit, wing tips; 1965 Cherokee 180C, 270 SMOH, MK-12, VOA4; 1966 Cessna 150, 850 TT, real sharp; 1962 Mooney M-21, LNC 100, 300 SMOH; 1966 Cherokee 140, MK-12, VOA4, primary panel; 1959 Cessna 172 extra clean, 850 TT; 1953 PA-18-105 Cub special, R. Beacon, landing lite, new ship, 80 SMOH, new cover, MK-3; 1948 Cessna 140, O-SMOH, MK-1, All metal; 1967 Cessna Skylane, 400 TT, MK-12, ADF; 1968 Pawnee 235, comb. unit, Call for a price; 3 used Sorenson Sprayers-75-90 gal for Super Cubs; 2 used Sorenson Sprayers 75-90 for Champs. For further information call Mid-State Aviation, Inc., Box 1014, Bismarck, N.D. Monroe Chase 223-6862 or 255-4907.

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REMINDER - - REMINDER - - REMINDER - AIRCRAFT REGISTRATION DEADLINE MAY 15th

Be sure to get in your aircraft applications with the correct remittances before May 15th. Penalties will accrue starting May 16th.