

AVIATION

NEWSLETTER

Vernon H. Bultzer, Editor

STATE OF NORTH DAKOTA

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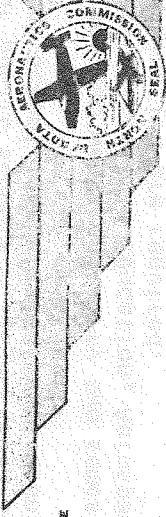
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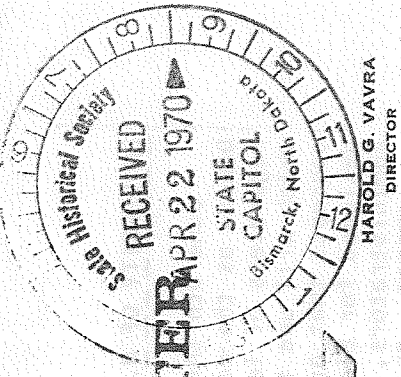


AERONAUTICS COMMISSION

BOX "C" BISMARCK, N. DAK. 58501

TELEPHONE 701-224-2748

April - May, 1970



NORTH DAKOTA FLYING FARMERS TO HOLD 1970 CONVENTION AT GRAFTON, N.D.

Rudolph (Rudy) Johnson, Grafton, N.D., President of the N.D. Flying Farmers Association announced that the 1970 Flying Farmers annual convention will be held at Grafton, N.D. September 18, 19 and 20, 1970 with convention headquarters at the Bill-Vi-Dor Motel.

President Johnson appointed a convention planning committee with members Rudy Johnson, Chairman and Ernest Hutson, Jr., and Leonard DeSautel both from Grafton and Arlyn Kraft, Mapleton; Harold G. Vavra, Bismarck, who is Secretary of the organization.

Flying Farmer activities scheduled in 1970 include a Fly-In to "Activity Days" at Sloulin International Airport, Williston, N.D. on Sunday, May 17th, which will include a flight breakfast, landing contests and demonstration of radio controlled aircraft. This event is being sponsored jointly by D.J. Delaney, Williston, who recently became a member of the Flying Farmers and is Manager of Flight Training for Servair Accessories, Inc., and Jack K. Daniels, President of the Corporation.

Another event sponsored by Flying Farmer members is the Mutschler picnic fly-in at the Mutschler farm, Freddie and Marlys Mutschler near Wimbledon, N.D. on Sunday, June 28th.

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KUNDERT AVIATION VOCATIONAL TECHNICAL SCHOOL EXPANDS

Gordon W. Person, Chief Instructor of the Kundert Aviation Vocational Technical School, Hector Airport, Fargo, N.D., advised the editor that the school at present has an enrollment of 90 students, who are undergoing training to graduate with an FAA airframe and powerplant rating. The school in the first quarter of 1970, graduated a class of A & P FAA rated mechanics and the school is interested in placing these graduates with jobs in aviation. Fixed base operators, commuter airlines and airlines, who are looking for FAA licensed mechanics may contact Gordon W. Person, Chief Instructor of Kundert Aviation Vocational Technical School at Box 5534, State University Station, Fargo, N.D. or telephone 237-5305.

The Kundert Aviation Vocational Technical School is the only FAA and VA approved aviation mechanic training facility in North Dakota. A.J. Kundert, President of the school advises that eligible students can take advantage of the GI bill under the Veteran's Administration; the Manpower Development and Training Act; the Rehabilitation and Social Security training programs and United Student Aid Funds to help them with tuition.

The school has published a new color brochure covering the activities and facilities of the institution for vocational aviation training. The school brochure says that the airlines alone will need 150,000 technicians by 1975 and general aviation 10,000 mechanics by 1971. Interested trainees, who desire a copy of the "Aviation Careers" brochure published by the Kundert Aviation Vocational Technical School may write to the address above.

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AIRPORT AUTHORITIES CREATED AT RUGBY AND WALHALLA, N.D.

Two new municipal airport authorities have been created in the last 30 days at Rugby and Walhalla, N.D. With the addition of these two, the State now has a total of 57 airport authorities located in 38 counties, which includes 54 municipal airport authorities; two county airport authorities and one Interstate Authority.

Commissioners of the Rugby Municipal Airport Authority include District Court Judge Ray Friederich; Dr. Carl Weimer; Charles Crawford; Dr. Jon Eylands and Orville Reichert.

Commissioners of the Walhalla Municipal Airport Authority include Dwight Holmes, Chairman; J.C. Soeby, Vice Chairman; LaVern Verville, Secretary; Robert Dunnigan, Treasurer and E. L. Anderson, Commissioner.

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UNIVERSITY OF N.D. TO CONDUCT 15TH ANNUAL "AEROSPACE EDUCATION WORKSHOP"

June 8th through the 19th, 1970 has been selected by the University of North Dakota as the date for a unique workshop, which will be of interest to all teachers, regardless of levels. The purpose of the workshop is to develop teaching units, which will use the principles of AEROSPACE as a vehicle for learning many of the concepts that are taught daily in our public schools. The Workshop is especially designed for Elementary Teachers; High School Teachers; Guidance Counselors; Administrators, etc.

CREDIT: The workshop will last for two weeks and carry two semester hours of graduate, unclassified, or certification credit in Education, Aerospace Education Workshop. A term paper and final examination are required.

COSTS: Registration: \$60.00 total. This includes:

- (a) \$10.00 deposit
- (b) Tuition
- (c) All three field trips;
- (d) One hour flight dual in the University GAT-1 flight simulator;
- (e) One hour actual flight dual in a University Cessna 150 airplane.

FIELD TRIPS: An exceptionally exciting program has been set up in this area for the workshop participants. There are three trips planned:

1. An introduction into the workings of commercial air traffic will be provided by an excursion to the Grand Forks International Airport.
2. For a detailed account on aircraft orientation and missile operation, a trip is planned to the Grand Forks Air Force Base.
3. An excellent opportunity to observe one of the more strategic Air Force operations in the United States will be provided on an airlift to the SAC HEADQUARTERS in Omaha, Nebraska, or, the WRIGHT-PATTERSON AIR FORCE BASE in Dayton, Ohio.

Teachers and others, if interested, and wish more information, write to M.L. Cushman, Ph.D., Dean of the College of Education, University of North Dakota, University Station, Grand Forks, N.D. 58201.

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GRAFTON, N.D.: Hod Hutson Retires

Hod Hutson, the major stockholder of Grafton Aero, has sold a large portion of the equipment and facilities of Grafton Aero to a newly formed company called Dakota Aviation, Inc., which has also purchased the assets of Walhalla Aviation, Walhalla. Don Schuster formerly of Grafton Aero, is president and general manager of the new corporation and Dick Hardy and Daryl Strong of Walhalla Aviation are Vice President and Secretary-Treasurer respectively. Dick Hardy will continue at Walhalla to operate the facility as the Walhalla branch of Dakota Aviation, Inc., while Daryl Strong will be moving to Grafton, although all three men will be available at either operation as the situation demands.

Dakota Aviation, Inc., has secured their ATCO and Part 137 Air Agency Certificates as well as FAA approval for flight training for Private, Commercial and Flight Instructor ratings. The firm will also have Veterans Administration approval upon completion and approval of transfer of school records and necessary certification.

Don Schuster will be considered the airport manager of Grafton. He holds a Commercial Certificate with Instrument and Instrument Instructor ratings. Dick Hardy holds a Commercial Certificate and currently working on his instructor instrument and instructor ratings.

Ernest (Hod) Hutson while partially retiring to pursue other interests, will be active in the new Corporation as his services are required. Hod, as he is commonly known, has operated one of the finer Fixed Base Operations in the State for many a year. His hospitality to transients and others will be missed. Hod is a past president of the N.D. Aviation Operators Association and as president and member, has helped to guide that organization in its growth. With Hod's ability, we know he will be as successful in his new endeavor as he was as a fixed base operator.

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DEVILS LAKE, N.D.: Harold (Parky) Parkins starts "LAKE REGION AVIATION INC."

Harold Parkins better known as Parky, has formed a Corporation to be known as Lake Region Aviation, Inc. and has purchased the building, formerly occupied by Miller Aero Repair at Devils Lake, N.D. The firm will be engaged in complete aircraft repair and rebuilding, as well as engine repair and overhaul. 100 hr. and annual inspections will also be handled. Parky was formerly employed as general manager of both Kundert Aviation A&P school and A&P Shop at Fargo, N.D. He will be moving his family, wife Lila and son Scott to Devils Lake as soon as the current school term ends.

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ST. THOMAS, N.D.:

Gene & Bernie's Spraying Service of St. Thomas, N.D. operated by Gene & Bernie Troftgruben announced that they have completed construction of a 60' X 60' heated aircraft hangar with a 24' X 24' attached office space at St. Thomas, N.D. The firm has hired Dean Haroldson, an A&P mechanic, to work in the shop and the company will be doing major and minor repair work plus annuals and 100 hr. inspections.

The building is on the newly constructed St. Thomas Municipal Airport, which has a N-S runway 2200' long. Material has been purchased and is on hand for the installation of a low intensity runway lighting system, which will be installed as soon as working conditions are available.

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PROJECT SAFE - (Special Aviators Flight Evaluation)

For some time it has been apparent that some form of "check ride" would benefit the average pilot. If you recall, the Federal Aviation Administration proposed such a procedure, but drew considerable opposition from the general public and pilots. In the long run, this may have been for the best as the FAA certainly isn't staffed for such an operation.

The North Dakota Operators Association and the FAA have been working closely on a program which they think will accomplish the same goal. They call it PROJECT S.A.F.E. (Special Aviators Flight Evaluation).

The instructors making the evaluation will be pilot examiners, chief pilots of FAA approved flight schools, and individuals that have been selected by the Fargo GADO. The only record necessary for the instructor to keep of the evaluation ride is the pilot's name.

The results of S.A.F.E. will be confidential as the results will be given to the applicant upon completion of the ride and that is the only record made of the ride. THIS CHECK RIDE WILL HAVE NO BEARING ON THE APPLICANT'S PRESENT LICENSE: IT IS FOR HIS INFORMATION ONLY.

A charge of \$5.00 for the "Evaluation Ride" will be made to the pilot. There will be no grading, only satisfactory or unsatisfactory, for each suggested maneuver. A poster is displayed at members showing their participation.

Insurance companies have shown interest in this program and have indicated that pilots receiving a yearly S.A.F.E. ride will be considered for some type discount on insurance. We will work more on the insurance angle as the program gets rolling. One insurance company announced 6 March 1970 that a savings of 5% will be given for those aircraft which have pilots who have participated in a biennial voluntary check ride with a certified flight instructor.

If you have further questions or wish to get a S.A.F.E. ride, call or contact any of the following participating members:

Robert Watts, Box 1471, Capital Aviation Corp., Bismarck, N.D. 58501
Lee Barnum, 703 Park Drive, Grand Forks, N.D. 58201
Jack Luther, Box 326, Mohall, N.D. 58761
Jack Daniels, Box 637, ServAir Accessories, Williston, N.D. 58801
Daniel Vigessa, Municipal Airport, West Central Airways, Fergus Falls, Minn. 56537
Wilbur Finley, Municipal Airport, Finley Flying Service, Rugby, N.D. 58368
Eugene Engel, Agrichemical Aviation, Box 585, Bismarck, N.D. 58501
Leigh Aslakson, Municipal Airport, Jamestown Flying Service, Jamestown, N.D. 58401
Ernest Knutson, Tioga Municipal Airport, Box 333, Tioga, N.D. 58852
Daniel Wakefield, Wakefield Flying Service, Box 812, Devils Lake, N.D. 58301
Ron Ehlers, Municipal Airport, Box 488, Dickinson Flying Service, Dickinson, 58601
Beth Lucy, Box 1172, Comet Aviation, Jamestown, N.D. 58401
Vincent Cartwright, Minot International Airport, Aero Flight Inc., Minot, N.D.
Harold Chandler, Municipal Airport, Chandler Flying Service, Alexandria, Minn. 56308
Harvey Deterling, Municipal Airport, Thief River Aviation, Thief River Falls, Minn. 56701
Earl C. Dahl, Valley Aviation, Box 5256, State University Station, Fargo, 58102
Leonard Krech, Municipal Airport, Rolla, N.D. 58367
Bob Meier, Foss & Meier Flight Service, Box 774, Devils Lake, N.D. 58301
James Lund, Minot Aircraft Sales, 409 - 12th Ave. N.E., Minot, N.D. 58701
James Larson, Flight Development, Inc., 105 - 19th Ave. N., Fargo, N.D. 58102
For additional information may be obtained from:

Robert Broadbent, GADO, Fargo, Tel: 701-232-8949
James Peterson, Fargo, Tel: 701-237-0123

STALLS

Since stall spin type of accidents are still with the industry, flight examiners are now using the option as quoted in the Flight Test Guides and may ask the applicant to delay the initiation of the stall recovery until the nose of the aircraft has pitched down through cruising flight attitude. This information is from the head-stall, non other than James (Pete) Campbell, Chief of the Flight Instructor Refresher Course, FAA Aeronautical Center.

1971 BY 1995

According to Airport World Magazine, the Department of Transportation (DOT) Air Traffic Control Advisory Committee noted that general aviation aircraft now outnumber air carrier aircraft 50-1. Combined total of all aircraft, air carrier, military and general aviation was 137,000 in 1968, which is to increase to 527,000 by 1995 and general aviation is to be 95% of this figure in 1995. The report also adds that an estimate of 12,800 aircraft were airborne over the U.S. at the "peak instant" in 1968 and this number is to be 54,000 by the year 1995.

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ACCIDENTS - continued

33 with a cross wind from about 270°. I shot one touch and go and went around for another, touching down on the 1st, third and to the right of center of the runway. I slowed aircraft, applied power for take off at which time the right main gear encountered a ridge of loose gravel and snow. Due to the low airspeed, I was unable to regain control. The loose gravel and snow pulled the aircraft to the right causing it to hit a higher ridge of snow, thus pulling the aircraft all the way off the runway and flipping the aircraft over on its back.
Pilot Recommendations: By landing on the center of the runway, by the snow being moved farther off the side of the runway.
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Pilot: Mrs. Arlene Wiseman, Winnipeg, Manitoba, Canada
Time & Place: March 7, 1970, 2:15 p.m., Fonda, N.D.

Pilot Time: Student, 37 TT, Age 36

Aircraft Type: Cessna 150

Injuries: None

Aircraft Damage: Port wing demolished, engine mount, nose gear, firewall, prop, wing root fittings, bulkhead and other miscellaneous and possible engine damage.

History of Flight: Solo cross country, Student pilot, Route - St. Andrews to Brandon. Land, refuel and return to St. Andrews via Neepawa. WX enroute forecast suitable. Aircraft arrived first leg at Brandon on ETA. (10.33). Departed for return at 11:52 after refueling and filing flight plan. Took off runway 08, pilot claimed she turned left after departure. It is now confirmed that she applied excessive deviation (045) to planned Mag. heading of 024, result east-bound. Similarly a wrong application of 90 dev. to planned Mag heading of 076 would result in approximate southerly flight. Pilot realized she might be lost at 12:30 (38 minutes after departure). Commenced MAYDAY calls on last frequency used 126.7. No response to calls. Repeated mayday on 118.3 and 118.5 (respective WGP & St. A. towers). No response (out of VHF range from 3000' asl). Additional calls 121.5, no acknowledgement. Pilot then attempted to identify town at low altitude. (Rolla, N.D.) unable orient position, no US sectional chart. Next town Fonda, N.D. same result. Pilot continued maydays 121.5 while circling Fonda for over an hour. Alt. 2300 asl (600 agl) out of VHF range, Minot nearest landing facility, indications of deteriorating weather, stronger winds, pilot considered landing EW highway, considerable traffic and at 2.15 decided to land northbound on gravel highway, strong cross wind beyond pilot's capabilities.
Pilot Recommendations: The experience may in future be related during appropriate classroom lecture, with emphasis on deviation application and the many errors in judgement which followed. Consideration might be given to replacing present deviation cards in aircraft from their cramped, almost illegible condition, and above all the importance of altitude and VHF reception range.
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FIRST STATE SCHOOL TO OFFER ATR COURSE.

James Peterson, President of Flight Development, Fargo, N.D. announced they recently have received Federal Aviation Administration and Veterans approval for their Airline Transport Pilot Certificate Courses. For the first time, in the State's history, general aviations highest pilot rating may be obtained from a North Dakota flight school.

There are only two other flight schools located within the surrounding 6-State area with FAA and VA approval of ATR courses. Personnel, equipment and curriculum requirements for this course are very stringent. Mr. Peterson stated that approval of this course of instruction culminates over a concentrated effort by many people.

Flight Development's Airline Transport Pilot school is unique in several areas. (1) Demonstrated or previous pilot experience may reduce the course time to one-half of the normally designed program requirements. (2) Students are tutored by ATR certificated instructors allowing the student to progress at an accelerated or leisurely pace to fit individual desires. (3) Advanced electronic C-11B Link, instrument simulator is used for realistic simulated instrument instruction. (4) Copyrighted curriculum was prepared and approved, using material and recommendations from several of the nation's leading airlines.

Mr. Allen Sauter has been appointed Chief Instructor to head the ATR training program. Flight Development will also conduct initial and annual proficiency training programs for commuter airlines and larger air taxi operators.
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FLYING PHYSICIANS LUNCHEON MEETING, MAY 1, 1970

There will be a luncheon meeting of Flying Physicians on Friday noon, May 1, 1970 at the Town House Motel in Fargo, N.D. This is in conjunction with the N.D. State Medical Association meeting. Please have anyone planning to attend, contact Dr. Douglas T. Lindsay, Fargo Clinic, 737 Broadway, or Box 2067, Fargo. Telephone 232-3261 so he will know how many to expect. We have about 60 physician pilots in North Dakota.
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NOTICE TO AERIAL SPRAYERS: RLM Printing Company, 1715 South Broadway, Box 1178, Minot, N.D., 58701 advises that they have aerial spraying report forms in triplicate, available for sale to aerial spray operators. Order yours today.

ACCIDENTS:

Pilot: G. Moberly, Verona, N.D.
Time & Place: January 1, 1970, 11:00 a.m., Verona, N.D.
Pilot Time: Gate, ASEL, 270 TT, Age 27
Aircraft Type: Champ 7CCM
Aircraft Damage: Damaged left wing, left landing gear, prop, strut, minor fuselage.
Pilot Statement: Attempted landing on road, caught tail wheel on phone lines, collided with powerline and pole.
Pilot Recommendations: Better inspection of intended landing site.

Injuries: None

Pilot: Ronald D. Polsfut, Benedict, N.D.
Time & Place: January 10, 1970, 2:30 p.m., 1½ miles east of Benedict, N.D.
Pilot Time: Commercial, ASEL, 794 TT, Age 33
Aircraft Type: Aeronca 7EC

Injuries: None

Aircraft Damage: Propeller tips bent, left landing gear damaged, landing gear bracket on fuselage, right tail pipe extension bent, both wing tips damaged and spars broken from 4 to 10 inches from tips.

Pilot Statement: After picking up a fox I had shot, I taxied to end of stubble field, made a magneto check, applied carburetor heat and adjusted trim tab. I then shut off carburetor heat and started my take off run. I was on a small hill and proceeded downward, not going sufficient speed for take off, I proceeded up the hill ahead of me. I became airborne on top of other hill but I was unable to clear top of willow trees at end of field. Right wing caught trees and aircraft veered to right. Aircraft then fell to ground in a level attitude. Snow was estimated at about 8 inches with some black streaks of dirt blown on top of snow.

Pilot Recommendations: I made an inspection from the air before I landed on field and felt it was long enough for safe take off and landing. I did not allow enough length for dirty snow, hilly terrain and obstruction at end of field.

Pilot: Walter V. Platzkow, Langdon, N.D.
Time & Place: January 4, 1970, 2:30 p.m., On Farm 6 miles West of Langdon, N.D.
Pilot Time: Commercial, ASEL, 9850 TT, Age 44
Aircraft Type: Piper PA-18

Injuries: None

Aircraft Damage: Shock strut and left axel, engine mount and left wing tip damaged.

Pilot Statement: Local flight to warm up aircraft. On take off to North, with a light coating of frost on wing, aircraft after leaving ground, began to stall wing first and application of left aileron and left rudder failed to lift wing. Power was chopped and then aircraft rolled to left and settled on left gear.

Pilot Recommendations: Remove frost and watch cross wind effect.

Pilot: Eugene W. Grygiel, Box 149, Minot AFB, N. Dak.
Time & Place: January 18, 1970, 1:43 p.m., Minot International Airport
Pilot Time: Student, 63 TT, Age 23
Aircraft Type: Cessna 150
Aircraft Damage: Minor damage to one side, prop and one wing tip.
Pilot Statement: After take off from runway 26, climbed to approximately 150 ft. at best rate of climb speed, engine quit, landed straight ahead, touched on end of runway 26. Aircraft stopped when it hit snow bank 100 ft. off runway. Aircraft nosed over on nose and fell over on right wing tip then fell back on all three wheels.

Injuries: None

Pilot: Ernest M. Mau, Tolley, N.D.
Time & Place: January 23, 1970, 3:30 p.m., 12 miles south of Noonan.
Pilot Time: Commercial, SEL, 1415 TT, Age 26
Aircraft Type: Piper PA-18

Injuries: None

Pilot Statement: Everything but tail and left wing.

Aircraft Damage: I was flying along heading west when we saw a fox to the southwest about ½ mile away. Made slight turn into the wind and was coming in on the fox heading southwest, opened door for gunner and was coming in on fox. Air speed was approximately 55 with about 17 hundred RPM on engine. Was about 200 yards from fox at about 80 feet height, letting down when felt turbulence, put on full power and put off carburetor heat but didn't have any control. Aircraft right wing dropped and then the nose. It was coming back out of it but didn't have enough altitude. Hit on wing and right gear and nose. Terrain was rolling, had seen whirlwinds and experienced extreme turbulence prior to accident.

Pilot: Duane C. Lauf, LaMoure, N.D.
Time & Place: January 31, 1970, 3:30 p.m., Rott Municipal Airport
Pilot Time: Private, SEL, 93 TT, Age 28
Aircraft Type: Cessna 172
Aircraft Damage: Both wings substantially damaged, propeller and cowlings bent, tail and rudder also damaged.
Pilot Statement: Departed at 3:00 for a local pleasure flight, flying around locally. I returned to the airport to shoot a few touch and go landings on runway

Injuries: None

FOR SALE: 1946 Ercoupe, 415C, 65 HP, new Ceconite wings, top condition, low time, low price. Contact Paul Rismoen, 309 - 18th St. N.W., Minot, N.D.
Telephone: 839-6614

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FOR SALE: 1964 Cessna 205; 1967 Cessna Skyhawk; 1968 Cherokee 140; 1946 Piper PA-12; 1957 Piper PA-18-150 with or without sprayer. Contact Foss & Meier Flight Service, Box 774, Devils Lake, N.D. 58301, Tel: 662-3221

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FOR SALE: 1966 Cessna 150, 190 SMOH, Basic panel, Mark 3 radio, excellent condition. Call Bill Pace at 223-3904 or write 2019 Marian Drive, Bismarck, N.D.

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FOR SALE: 1963 Skylane. I want to buy a 1960 Skylane. Contact Marvin Erlenbusch, Ashley, N.D. 58413

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FOR SALE: 1969 Ag Wagon 188A, 300, might accept 1966 or 67 230 Ag Wagon in trade. Contact Alfred Dahl, Cogswell, N.D. 58017 or call Havana 7565

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FOR SALE: 1968 Cessna 150; 1969 Cessna 150; 1969 Skyhawk; 1968 Cardinal, Mark 3 Radio, VHT3 Radio. Bargain Prices. See Capital Aviation Corp, Bismarck Municipal Airport, Box 1471, Tel: 223-0260

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NORTH DAKOTA AERONAUTICS COMMISSION
BISMARCK MUNICIPAL AIRPORT
BOX U
BISMARCK, NORTH DAKOTA 58501



FIRST CLASS

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

FOR SALE: 1969 Cherokee Arrow 200, MK-12, VOA-40, Palm Beach interior and exterior TT Electric Trim, new delivered list price; 1965 Piper Comanche 260, 1420 TT, 41 SMOH, MK-12, VOA-4, ADF, KX150, Palm Beach interior; 1955 F-35 Beech Bonanza, 2580 TT, 90 SMOH, P model paint, yellow/white, MK-5, ADF, Simplex, 3-Light Marker Beacons; 1967 Cherokee 140, 1190 TT, Dual MK-12's, VOA-4, ADF 31, 3-Light Marker; 1948 Swift, Fresh annual, full panel, MK-5, all modifications to date; 1966 Piper Comanche 260B, 850 TT, well equipped; 1962 Cessna Skyhawk, 120 SMOH, MK-2, full panel; 1969 Cessna 180-H, 275 TT, Float kit, six place; 1947 PA-12 Super Cruiser, new cover, wings & controls, 650 SMOH, MK-1 Radio, fresh annual; 1966 Cherokee 180C, MK-12, VOA-4, Palm Beach interior, EGT, Electric trim, 1040 TT; 1962 PA-18-150 Super Cub, 400 SMOH, new cover on fuselage; 1953 PA-18-105 Special, 750 SMOH, full panel, MK-12, VOA-4, Irish linen cover, 1964 R. Beacon, strobe light, landing light. Also 90 Gallon Sorenson Sprayer for Champ; 1969 PA-18-150 Super Cub, 150 TT, full panel, MK-3, Contact Mid-State Aviation, Inc., Box 1014, Bismarck, N.D. 58501, Tel: 701-223-6862, after hours - 701-255-4907.

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FLIGHT PLAN COMPUTERS

A Flight Plan computer at Capital Aviation at the Bismarck Municipal Airport, is in operation for VFR plans now and IFR to be added shortly. VFR Flight plans can be computed for only \$3.00 per flight plan from Bismarck to any listed airport in the Continental U.S. The Flight plan automatically computes your magnetic courses, ground speed and time enroute. It also furnishes current weather and terminal forecast at your destination. Flight plan computers have also been installed throughout the state by various fixed base operators.