

AVIATION

NEWSLETTER

Vernon H. Belfizer, Editor

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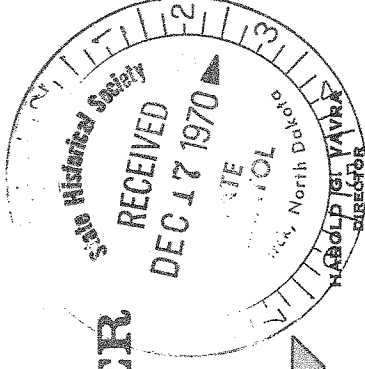


AERONAUTICS COMMISSION

BOX "U" BISMARCK, N. DAK. 58501

TELEPHONE 701-224-2748

November-December, 1970



NORTH DAKOTA CHAPTER OF 99's AWARDED STATE CHARTER AT MINOT

Women pilots from all areas of North Dakota, including one from Alaska passing through the area, gathered at Minot on Saturday, December 5, 1970 at the Ramada Inn to receive a 99's State Charter for the N.D. Chapter of women pilots, from Betty McNabb, Albany, Georgia, International President of the organization.

About 50 women and their escorts attended the award banquet Saturday night, which was followed by a dance. Mrs. Helen Hurly, Minot was master of ceremonies at the charter banquet and served as a member of the arrangements committee for the event. Lou Weber, Bismarck, is Chairman of the N.D. Chapter.

Fourteen women pilots from N.D. are listed on the official N.D. Charter as follows: Audrey Baird, Dickinson; Betty Banker, Mohall; Florence Crawford, Rugby; Mitzi Dahle, Mohall; Helen Hurly, Minot; Lois Lange, Devils Lake; Beth Lucy, Jamestown; Geneva Oleson, Dickinson; Eleanor Pietsch, Minot; Lorraine Smith, Bismarck; Kay Vogel, Bismarck; Ivy Walter, Minot; Lou Weber, Bismarck; Betty Woodward, Jamestown.

Betty McNabb told the North Dakota 99's that the International 99's have 4,000 women pilot members in 22 countries around the world.

Mrs. McNabb is also a Lt. Col. in the Georgia Wing of the Civil Air Patrol. She has a total flying time of about 4,700 hours, is a pilot for "Medico" in Haiti; is a medical librarian and holds pilot ratings of commercial, instrument, flight instructor and instrument instructor, both SEL and MEL. The 99's official tag for all males is 49½.

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DEPARTMENT OF TRANSPORTATION (DOT) RAIDS AIRPORT TRUST FUND

The Department of Transportation (DOT) submitted a supplemental budget to Congress in which it the (DOT) asks the Congress to appropriate \$246,000,000 out of the airport allocation, leaving only \$50,000,000 left for FAA airport aid in the 1971 fiscal year ending July 1, 1971. The Airport Airways Act of Congress authorized \$295,000,000 per year for airports. The Department of Transportation proposes that \$246,000,000 of aircraft user's taxes in the Trust Fund be appropriated for FAA personnel salaries and operation expenses. Usually, the FAA salaries and operation expenses are appropriated out of the "General Fund" of the U.S. Treasury.

So far in this fiscal year, about 10.6 million dollars have been allocated to airports before any appropriation was made by Congress, thus if the DOT proposal is accepted by Congress, airports would have only 39.4 million dollars remaining in this fiscal year. Since this money is divided up among the 50 States for airline airports and general aviation airports, North Dakota would be cut back from about \$950,000. for airline airports to about \$160,000. for the entire state and from \$230,000 for general aviation airports to a level of \$38,000. for federal aid to general aviation airports.

The Federal Airport aid appropriation bill, as this Newsletter goes to press, is in the House Appropriations Committee, where opponents and proponents of this raid on aircraft users trust funds are being argued. Congressman Mark Andrews, a member of the House Appropriations Committee advised the editor today, that he is doing everything possible to amend the DOT money bill, to recapture the \$246,000,000 for airport assistance for North Dakota and the nation. Congressman Andrews says he is opposed to using aircraft user taxes for purposes which in the past have been paid for from the General Treasury of the U.S.

After this money bill passes the House, it will go into a conference committee between the House and Senate, because of the differences between the two bodies of Congress. You still have time to write to your Congressman and Senator and tell him how you feel about diverting users taxes into operations expenses of the FAA.

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MERRY CHRISTMAS AND A HAPPY NEW YEAR

NORTH DAKOTA AVIATION OPERATORS ASSOCIATION TO HOLD ANNUAL CONVENTION IN BISMARCK,
FEBRUARY 7, 8, 9, 1971

Because of it being a legislative year, Bismarck, N.D. has been chosen by the N.D. Aviation Operators Association as the City in which to hold their annual convention. Dates of February 7, 8 and 9th have been set and the convention will convene at the Holiday Inn. The Convention will kick off with the ever-popular poolside party Sunday evening and swing into gear with a preliminary business meeting Monday morning at 9000 hrs.

Luncheon and banquet speakers are also scheduled for Monday with a convention theme of "25 Years of Progress". President Alfred Dahl of Cogswell, N.D. has appointed the following people to the various committees with the first named being Chairman: Legislative:- Alfred Pietsch, Minto; Jim Peterson, Fargo; Nate Thompson, Kindred. Resolutions: Jack K. Daniels, Williston, Bill Fisher; Bowman; Ron Nelson, LaMoure. Safety: Jim Peterson, Fargo; Tom Nord, Pembina Publicity: Oscar Ness, Lisbon; Vince Buraas, Northwood; Jack Daniels, Williston Nominating: Warren Walkinshaw, Argusville; Dan Wakefield, Devils Lake; Leland Brand, Taylor. Convention Chairman - Vernon H. Baltzer, Bismarck

At a Board of Directors meeting held in Valley City, December 3rd, it was voted upon unanimously that the N.D. Aviation Operators Association develop what has been called a regional concept of membership. In this concept, the State is divided into 8 Regions and a membership Chairman is appointed in each region. These men will be making direct contacts to all operators and an invite to any pilot who many want to join. It was the feeling of the Board of Directors at the Valley City meeting, that individual pilots should be made welcome. As at the present, pilots of the State had no organization of their own and the population factor would not support more than one aviation organization.

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AIRPORTS - OPERATORS AND JUST PEOPLE

HETTINGER: The Hettinger Civil Air Patrol Squadron will sponsor snowmobile races during the latter part of January. Date is to be confirmed but it is expected to be January 24, 1971. Purpose of the event is to raise funds for the local CAP unit. Cash prizes will be awarded to the winners. All races will be held on the municipal airport. This preliminary information is via J.B. Lindquist, the local FBO, staunch CAP member and supporter who is also the general chairman of the project.

HILLSBORO: Fred Pearson, a City Commissioner of Hillsboro, has laid claim to being the oldest active student pilot in years of age. Mr. Pearson has passed a 3rd class medical certificate and presently is actively flying and taking flying instruction from Ron Deck, the local FBO. If anyone knows of someone older than 66 years of age and cares to take the title away from Mr. Pearson, let the N.D. Aeronautics Commission know.

MOTT: Elmer Homelvig, the airport manager, reported that new underground storage tanks of 10,000 gallon capacity for both 80 and 100 Oct. aviation gasoline have been installed at Mott. A telephone is also available at the airport with the names of the people to contact, if fuel is needed and no one is in attendance. Construction of a new 80' X 100' multiple nested T hangar has been started and plans call for the grading of a new WNW X ESE 120' X 3800' runway during the 1971 construction period.

STANLEY: Work has been completed on the City of Stanley's new airport, which cost approximately a total of \$93,000 including land and paving of a 3200' X 50' runway, with a 310' X 30' connecting taxiway to a 150' X 150' ramp. Stanley is one of three general aviation airports in the State that paved their main runways this past year. The entire Airport Authority and the City of Stanley is to be congratulated on a project well done.

LA MOURE: This city in south central N.D. is also one of the three general aviation airports in N.D. that paved this past construction year. Completed with lights is a 3,600' X 50' runway, a 150' X 150' ramp and 600' X 30' connecting taxiway. This was primarily a do it yourself project and the entire project cost only \$26,000. There is no land cost included.

PARSHALL: This airport is the third of the series that have paved their main runway in 1970. Costing approximately \$65,000, they have paved a 3200' X 60' runway, a 170' X 200' ramp and 310' X 30' connecting taxiway. Additional land was purchased for extending the runway to the southeast.

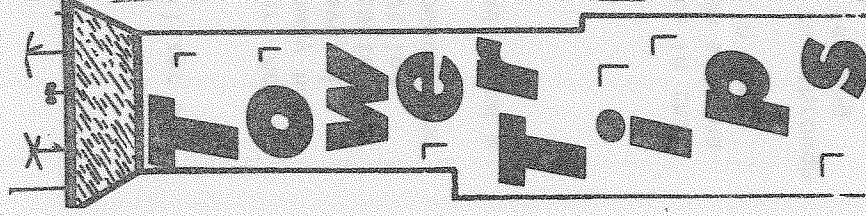
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CREATION OF AIRPORT AUTHORITIES AND STATE AID FOR CONSTRUCTION OF AIRPORTS AND LIGHTING SHOWING RESULTS

The do-it-yourself and run-it-yourself concept that is fostered and nurtured under the N.D. Airport Authority Act is beginning to show excellent results here in N.D. Evidence of this fact is that 62 Airport Authorities were created over the past few years and these same Authorities have constructed numerous new airports, paved 21 main runways and have installed lighting. Other benefits that are becoming evident are (a) continuity of planning; (b) overall general improvements of the airports physically; (c) flexible financing powers.

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SNOW REMOVAL REMINDER: Remember that snow removal on secondary airports here in North Dakota is on a sporadic basis and conditions can change daily or hourly for that matter. Secure first hand information on the airport of intended landing by a phone call to someone you know and have him make a personal inspection.



The following is a reprint in its entirety from the Ohio Aviation News and is being printed for reader evaluation and response.

ESTABLISHING CONTACT: If you are sitting on the ramp making repeated calls to ground control without hearing anything, your transmissions are likely jamming the frequency. Other airplanes moving around you indicate that ground control is functioning. How about making sure you have your receiver set to receive prior to transmitting again.

VOLUME CONTROL: Occasionally, right after takeoff, a pilot will not respond to an important transmission. For example, a twin engine took off on Pt. Columbus' runway 28L, lost power and said he was landing on runway 10L. The local controller transmitted 5 times to a light aircraft that had just lifted off runway 28R to "...start a right turn immediately." The pilot didn't hear the controller but fortunately did see the head-on traffic in time to avoid it. To hear over the engine noise, you may want to turn up the receiver volume just before departure.

VFR SEQUENCING: Provided the local controller gives you a sequence in time for you to take a sequence and tells you what and where the traffic you are to follow is, it's up to you to adjust your flight path to be close enough so as not to back up traffic but not so close that you have to be sent around.

LEAVING THE LOCAL CONTROLLER'S FREQUENCY: After landing, please stay on the local controller's frequency until the local controller asks you to contact ground control. If you do take it upon yourself to leave the local controller's frequency while still on the active runway, make certain the runway you turn on to is not twice as active as the one you exit. And, too, when 2 or more runways are active, it helps the ground controller if you tell him on initial contact where you are.

STRANGE AIRPORT AFTER DARK: Rather than make a wrong turn following a burst of instructions, why not tell the controller you're a stranger! Then you'll get more consideration. The controller will likely tell you something such as, "Turn left at the next intersection." After you complete this turn, then the controller will tell you, "Turn right at the next taxi strip," etc.

FORMATION COMMUNICATIONS: Confusion resulted when the approach controller turned the leader of a formation over to the tower in IFR weather. Instead of the leader continuing to communicate, a wingman called the tower causing the tower controller to think he had a show-up, unseparated from the formation, in the control zone in less than basic VFR.

ACKNOWLEDGEMENT: You IFR pilots often complain because the controller talks to you then goes right on to transmit to several other pilots without giving you a chance to acknowledge. Certainly, it is desirable to provide frequency time for acknowledgements. However, a controller with several simultaneous operations which demand instant attention cannot stop for acknowledgements. For example, assume the controller needs to turn 2 airplanes and descend another for separation, turn 2 more onto the localizer, and issue unknown head-on traffic to a 6th. The controller who allowed pilots to acknowledge in this situation would likely compromise the IFR separation of the first 3, run the next 2 through the localizer, and have to answer the 6th's question about the head-on traffic not being issued.

GYRO PRECESSION: During 3 successive surveillance approaches, the controller kept the 1st and 3rd airplanes tracking the extended runway centerline by furnishing a 10 degree cut into the wind. The 2nd required a 20 degree downwind heading to track the same extended centerline. You'll gyrate less if you reset your gyro after a period of straight and level flight and before you start an ASR approach. If you keep resetting your gyro while on an ASR final, your heading changes will be as rapid as the color changes of a "chameleon placed on a Scotch plaid."

YOUR CLEARANCE: Recently, 2 IFR flights with similar identifications worked 2 separate approach controls which were 180 miles apart but on the same frequency. One flight was at 6,000; the other at 5,000. The approach controller handling the 5,000 foot flight cleared him to 2,700. Both flights descended!

BOOTLEGGING: In a recent case, a pilot passenger witnessed an air taxi pilot duck through clouds in controlled airspace without an IFR clearance. The concerned passenger objected and reported the pilot to the FAA.

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FOR SALE: 1968 Cherokee 180D, 300 TT, MK12, VOA4, Full panel, 1970 E model paint; 1953 PA-18-125, Primary panel, landing lights, scoll tail wheel, VHT-3, new cover, 550 SMOH; 1965 PA-23-150, full panel, MK12, VOA4, SMOH 800; 1959 Aero Commander 680E, full IFR equipped, 2900 TT, new engines; 1965 Super Cub deluxe model, PTR-1 radio, large tail wheel, 90 gal Sorenson sprayer available; 1966 Comanche 260, 940 TT, MK12, VOA-4, MK-3, ADF, Auto control 11; 1967 Comanche 260, 430 SMOH, dual MK12, VOA4, VOA-8, Bendix ADF, Auto coupler 11, 3 light marker beacon, certified IFR; 1965 Debonair, 1700 TT, 50 SMOH; MK-12, VOA4, ADF, new paint. Contact Mid-State Aviation, Inc., Box 1014, Bismarck, N.D. 58501 Tel: 223-6862

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ACCIDENTS

Pilot: Richard Swenson, Belfield, N.D.
Time & Place: February 25, 1970, 4:00 P.M., Swenson Field, Belfield, N.D.

Pilot Time: Private, ASEL, 3500 TT, Age 63

Aircraft & Damage: Stinson 108, Damaged tips of both wings, vertical stabilizer & rudder, nose cowl, prop bent. Front & rear left struts, left wing.

Injuries: None

Pilot Statement: Plane had just been finished on annual inspection at Baker, Mont. Took plane to my ranch south of Belfield. Everything working fine. NW runway had snow drifts on it. Landing cross wind on WSW-ENE runway. Was on runway several hundred feet almost stopped. Wind picked right wing up, left wing tip contacted ground, nose of plane contacted ground then plane pivoted on nose. Wind cutting under surface of right wing, spinning plane around. Right wing hitting ground, then falling backwards.

Pilot Recommendation: Under estimated wind velocity, do not land cross wind, find a more suitable place.

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Pilot: Walter Wolff, Forbes, N.D.

Time & Place: April 4, 1970, 4:00 P.M., Forbes, N.D.

Injuries: None

Pilot Time: Private, SEL, 114 TT, Age 28

Aircraft & Damage: Mooney M20G, Damage to the aircraft consisted of a brake in the skin on the bottom side of the tail section. The belly was all bent up from sliding on the ground and the prop was bent. Left wing had a small punctured hole in the skin.

Pilot Statement: I was planning on giving a ride to two of my friends. I run through my check list and I double-checked to make sure that I had the proper trim setting and flap setting. We started to climb out on what I assumed to be a normal climb. Then I started to unlock the landing gear and proceed to bring the bar back down and tried to lock it in place. At this moment I had a feeling of falling and as I looked up I could see that we weren't climbing out the right way but were going down. I quickly came back on the stick and at the same time bleeding off my flaps. This caused the aircraft to be in a nose high attitude with no airspeed. There was a series of bumps from the tail section which I assumed were hitting the ground. From then on, the aircraft hit the ground and started to slide sideways on the ground until it stopped.

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Pilot: Mattie Lou Weber, Bismarck, N.D.

Time & Place: August 8, 1970, 9:15 P.M., Mandan Airport

Pilot Time: Commercial, F1, SEL, 580 TT, Age 29

Aircraft & Damage: Cessna 150, left wing tip damaged and spinner damaged.

Injuries: None

Pilot Statement: Approached runway from easterly direction at 9:15 P.M. and made normal approach to runway 27 and observing runway markers on close final. Did not observe obstruction at far end of runway. After touchdown, during landing roll and after nose lowered, observed wheat field directly on runway, covering more than 2 of width of runway area. Attempted right turn to avoid wheat field, when left main gear dropped into dead furrow, causing aircraft to contact ground with left wing tip. After contact, aircraft tipped up on nose spinner dropping back on to main gear in dead furrow.

Pilot Recommendation: I recommend that this runway be closed or remove obstruction from the runway.

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Pilot: Henry A. Hill, Jr., Princeton, New Jersey

Time & Place: August 9, 1970, 1:05 P.M., Lee's Airport, Garrison, N.D.

Pilot Time: Private, SEL, 251 TT, Age 31

Aircraft & Damage: Cessna 172. The left wing of aircraft struck tree and the wing was bent. Will need new wing and some repair to left cabin wall.

Injuries: None

Pilot Statement: The pilot and passenger were enroute to Alaska for a vacation. We stopped for lunch at Lee's Resort, a fly-in which was described in the August issue of the AOPA Pilot. After lunch, we noted the wind was from the north, so attempted to takeoff on the North-South runway, which is 2100 ft. long. Before attempting the take off, I checked the owner's manual, as I had some doubt as to whether I should apply 10° of flap. Temperature was 80°. The plane was about 100 lbs. below gross (2200 lbs). Tanks had been topped in Bismarck, N.D. and contained about 33 gallons. Pilot attempted two take offs, which he successfully aborted. Pilot then reconsulted owners manual and determined there was no reason why he could not clear 40' obstruction at end of runway. Pilot then tried again and attempted to abort when approximately 2/3 of way down runway. The plane could not be stopped with the brakes before hitting trees at end of runway. Left wing struck trees. The plane never left the ground. Contributing factor - temperature, altitude, grass on runway.

Pilot Recommendation: I, the pilot, attribute the accident to a combination of temperature, altitude, the condition of the runway, which was in need of mowing and in my own inexperience in handling this combination of factors.

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ACCIDENTS - Continued

Pilot: Hans Wangen, Petersburg, N.D.

Time & Place: August 8, 1970, 8:30 p.m., Michigan, N.D.

Pilot Time: Private, SEL, 160 TT, Age 52

Aircraft & Damage: Piper PA-11, Bent the propeller, on wing edge and strut.
Injuries: None

Pilot Statement: While landing on a farm airstrip, I didn't touch down soon enough and my landing roll took me into high thick grass which caused me to nose over.
Pilot Recommendation: By going around again and getting down on the end of the runway.

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Pilot: Carl H. Guild, 1010 SE Greystone, Bartlesville, Oklahoma

Time & Place: August 17, 1970, 12:13 p.m., 2½ miles East of Warsaw, N.D.

Pilot Time: Private, ASEL, Instrument, 1237 TT, Age 49

Aircraft & Damage: Piper PA-24, Both blades of the propeller were bent. The left wing spar was warped. The right wing tip glass was broken, fuselage warped, windshield was broken loose from the cowl.

Injuries: Minor

Pilot Statement: I personally watched the filling of the tanks at Flin Flon and saw that they were filled up into the neck. A flight plan was filed with The Pas Radio and position reports were made passing The Pas VOR at 14:44 Dauphin VOR at 1550, Langruth VOR at 1618 and Pembina VOR at 17:01 Z. This last report was made to Grand Forks Radio. The left gasoline tank was used from 1422 to 1522 then the right was used until 1623, then the left until the engine stopped at 1703 after a total of 1 hour and 40 min. use of the left tank. The fuel line was then switched to the right tank and the engine stopped again at 1709 Z after only 1 hour 07 min. use of the right tank. At the 22 in. Hg manifold pressure cruise, the fuel consumption has been around 12 gal. per hour. So the 60 gallons of gasoline should have lasted five hours, but both tanks were dry after 2 hours and 47 min. The terrain was mildly rolling. The airplane was landed gear up in a field of winter wheat. The ground was soft and the airplane skidded only 87 feet.

Pilot Recommendation: I certainly would like to know what happened to the gasoline.

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Pilot: Edward G. Crump, 107-2 Sunset Loop, Minot AFB, N.Dak.

Time & Place: August 18, 1970, Glenburn, N.D.

Pilot Time: Commercial, Instrument, SEL, 1680 TT, Age 46

Aircraft & Damage: Aero Commander, Both wings torn and bent, fuselage twisted and bent, horizontal stabilizer torn off, cockpit twisted and broken, landing gear torn loose, instrument panel damaged, prop and hub bent, engine cylinders cracked.

Pilot Statement: A normal take off was made one hour before the accident from Minot International Airport. The actual take off roll from Minot was 700'. Upon landing at Glenburn, I noted that the grass was somewhat heavy in some places along the runway. This added to the take off roll which I estimated at about 1600, I was aware of the electrical wires located 800' from the departure end and I made a slight left turn to increase the distance to the wires and got altitude. Maintaining maximum climb angle, I noticed well before I approached the wires that I would clear them. Apparently I did not see the top of one of the supporting posts which contacted my left wing main gear strut, which tore the left wing loose and put the aircraft out of control.

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Pilot: J.J. Claseman, Grafton, N.D.

Time & Place: August 23, 1970, 4:38 P.M., Underwood, Minnesota

Pilot Time: Private, ASEL, 318 TT, Age 46

Injuries: None

Aircraft & Damage: Mooney 20E, Skin panels on belly damaged, slight bend to prop, broken crankshaft, internal damage from broken crankshaft.

Pilot Statement: Departed St. Cloud, Minn. enroute to Fargo, N.D. Incurred sudden loss of power, the engine vibrated and the prop stopped. I attempted a restart. Called Alexandria, Minn. radio to advise of emergency. Then looked for a place to land as the terrain is very hilly and rough. I chose a place to attempt landing, decided on gear up landing due to terrain, made along high approach and with slips and a lot of luck, made it to the area.

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Pilot: James Hoyhtya, Bismarck, N.D.

Time & Place: September 8, 1970, 3:30 p.m., Napoleon Airport

Pilot Time: Commercial, Flight Instructor, Instrument, ASEL, 480 TT,

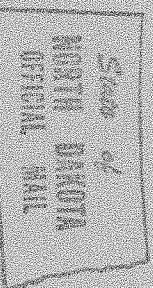
Aircraft & Damage: Alton A-2A. Nose wheel collapsed, canopy smashed, all the aluminum from cockpit back is bent, wings torn from fence posts, prop bent.

Pilot Statement: Began take off to the East. Lifted off approximately 200 yards from end of runway. Relaxed stick to build up speed. As the runway end came closer I began my pull up and the airplane wouldn't climb. I hit a steel fence post on the end of the runway because of bad vibration. I stopped engine, tried to land straight ahead, saw railroad grading and highline ahead. Made a 45° turn to the right and through another fence. Tried to land in field, very soft field, when the nose wheel touched, the airplane immediately flipped end over end on its back.

Pilot Recommendation: I believe that if this model air coupe had a little more up travel on the elevator, I may have been able to clear the fence. The elevator travel is very limited, also I have flown on this strip before and there was no fence there. It had been put up about two days before the accident.

FOR SALE: 1946 Funk 85 Cont. 239 SMOH, 1839 TT, Electrical System, lights, starter generator; 2 - 1968 Aero Commanders Ag planes, 290 Lyc. 210 gal hopper, night lighting; 1968 Mooney Ranger, 1000 TT, 180 Lyc., anti collision light, manual gear; 1969 Mooney Ranger, 180 Lyc, 715 TT, Genave Radio, electric gear & flaps; 1968 Mooney Statesman, 1250 TT, 180 Lyc, Narco MK-3, manual gear; 1968 Mooney Executive, 2025 TT, 900 SMOH, TSO Bendix Transponder, Bendix CMS 220 with glide slope, Narco MK-12A-360 channel; Narco 3 light Marker beacon, 200 HP fuel injected Lyc; 1967 Mooney M20C, 450 TT, 180 Lyc, Narco MK-12; 1969 Mooney Chapparral, 700 TT, 200 hp fuel injected Lyc, Electric gear & flaps, 2 KX-160's; 1970 Mooney Chapparral, 50 TT, 200 fuel injected Lyc, electric gear & flaps, MK 12B; 1970 Mooney Executive, 172 TT, DME and Narco MK-12B; 1970 Mooney Executive, 14 TT, 200 hp fuel injected Lyc, Electric gear & flaps, KX-170; 1970 Mooney Ranger, Ferry time, 180 Lyc, Electric gear & flaps; 1964 Mooney M20D, 2050 TT, 930 SMOH; 180 Lyc; 1961 Mooney Cadet, 1120 TT, 90 Cont, KX-160; 1970 Mooney Mooney M20C, 180 Lyc; 1970 Mooney Cadet, 1120 TT, 90 Cont, KX-160; 1970 Mooney Cadet, 120 TT, 90 Cont; 1964 Cessna 172 Hawk, 1600 TT, 700 SMOH, new interior; 1968 Aero Commander 100 700 TT, 150 Lyc; 1966 Mooney M-22, 1530 TT, 950 SMOH, 310 HP turbo charged, pressurized to 24,000 ft; 2 KX-160's, glide slope, 3 light marker beacon, King DME with time to station, ADF, Bendix autopilot and transp; 1968 Citabria 300 TT, 150 Lyc, Narco MK-3, 1954 Cessna 180, 2071 TT, 250 SMOH, 235 Cont; 1966 Piper Cherokee, 1338 TT, 235 Lyc, MK12, Bendix ADF. Contact Pietsch Flying Service, 2300 - 2nd Ave. N.W., Minot, N.D. 58701 - Telephone: 808-4092

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



FIRST CLASS

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

FOR SALE: 1940 Stinson 10, 1441 Hrs, wings & control surfaces recovered Grade A, ten coats butyrate, fuselage stripped, needs cover, floatorp controllable prop, 80 HP Cont. needs crank, cylinders have 90 hrs since regrind to .015 oversize, new pistons & pins. Contact Erwin Kobs, 1313 - 21st St., Bismarck, Telephone 255-2571

FOR SALE: 1956 Cessna 172, one of Cessna's classics, 250 SMOH, 1700 TT, annual due in March, VHT-2, DG, AH, EGT, clock, rate of climb, ball and bank, just finished commercial training in this bird. Ideal for farm use, family run-about, cheap trainer, Good for short, soft, rough fields or off pavement use. Want to trade for Champ J-3 or other tandem with wheels and skils or sell outright. John Peters, Kulm, N.D. at telephone 647-2411.

FOR SALE: 1970 Bellanca Super Viking 300, 200 hrs. KX-170, Auto pilot, Beautiful Bellanca International. Contact N.J. O'Keefe, MD, 909 Ave. B. West, Bismarck, N.D. Tel: 255-1145
WANTED TO BUY: 1960-61 Cessna 180 or 185. Contact N.J. O'Keefe, Bismarck, N.D. Tel: 255-1145

FOR SALE: 1968 Cessna 150 Trainer; 1968 Cessna Cardinal used for Instrument Training; 1970 Cessna Skyhawk, full panel. All aircraft A-1 Maintenance and exceptionally clean. Large discounts for cash and no trade. Call 223-0260, Capital Aviation Corp., Box 1471, Bismarck, N.D.

FOR SALE: 1952 Cessna 170B full panel, except attitude indicator, 745 since factory remanufactured engine. Contact Oscar Rau, Ashley, N.D. 58413