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AERONAUTICS COMMISSION

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September - October, 1970

N. DAK. ALLOTTED \$250,039 FOR GENERAL AVIATION AND \$916,629 FOR AIRLINE AIRPORTS UNDER FEDERAL DEVELOPMENT ASSISTANCE PROGRAM (ADAP) INDICATIONS OF SERIOUS FINANCIAL TROUBLE ON HORIZON

The latest word is that North Dakota will have \$250,039 to match with a like amount for general aviation airports for the fiscal year of 1970 - 1971.

Airline airports, of which the State may have 8, will have \$916,629 in matching funds, plus additional individual airport allotments under a slightly different formula of .55¢ per enplaned passenger, which is set aside in trust and must be used within three years or is lost to the discretionary fund. It is our prediction, that the \$250,039 allotted for general aviation, will not be used in its entirety because of lack of local funding in the smaller communities. Our contention is that the Federal Government in one fell swoop has captured the entire tax base, leaving the local entities only the real estate levy.

As it is, the majority of cities that are eligible for these general aviation monies have already made improvements and have bonded themselves to the limit of their ability to repay, not from user taxes, but real estate mill levies for the next ten to twenty years.

Perhaps (ADAP) Airport Development Assistance Program should be amended to be on a 90% - 10% matching basis as is the federal interstate road system, since the Federal Government has pre-empted the field of the user tax so completely. It appears that North Dakota will have 2 cities using only about \$100,000 of the available funds for the fiscal year 1971, leaving \$150,000 that can be recaptured by the ADAP people and re-allotted on a completely different formula.

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AERONAUTICS COMMISSION PRESENTS CHECKS

The State Aeronautics Commission presented state airport grant checks to the Airport Authorities at Beulah, LaMoure and Mott for assistance in paying part of the costs of airport improvements completed at each city during August, according to Harold G. Vavra, Director.

\$4,000 to the LaMoure Airport Authority for paying part of the cost of engineering and grading a new 3,600 ft. runway and for runway lights. LaMoure has built a new airport and paved the runway and taxiways.

\$1,750 to Beulah Airport Authority for paying part of the cost of installing runway and taxiway lights along a 3,000 ft. paved runway.

\$730. to the Mott Airport Authority for paying part of the costs of legal and engineering work at the Mott Airport.

The State Airport-Aid Program is financed by a two percent state-wide excise tax on aviation motor fuels.

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AERONAUTICS COMMISSION DISTRIBUTES MONIES

The State Aeronautics Commission allocated a total of \$39,800. in State airport funds to eleven airport authorities and cities for airport improvements recently. Applications submitted by the eleven airport authorities and cities requested a total of nearly \$50,000. of airport aid funds. State airport funds allocated include:

1. \$6,000 to the City of Beach for construction of a runway at a new airport site.
2. \$5,000 to the Breckenridge-Wahpeton Interstate Airport Authority for part of the cost of a new airport terminal building.
3. \$1,500 to Hazen Park Board for installation of runway lights at Hazen Airport.
4. \$1,500 to Kenmare Airport Authority for installation of runway lights.
5. \$2,500 to Kulm Airport Authority for runway construction and runway lights.
6. \$5,000 additional to LaMoure Airport Authority for assistance in paving a 3,600 ft. runway.
7. \$5,300. to Mandan Airport Authority for grading and blacktop on airport apron and taxiway.
8. \$5,000 to Oakes Airport Authority for runway seal coat and installation of runway lights.

AERONAUTICS COMMISSION DISTRIBUTES MONIES - continued

9. \$5, 100 to Rolette Airport Authority for runway paving and seal coat.
10. \$2,500 to Rugby Airport Authority for resealing blacktop runway and taxiway.
11. \$400. to City of Williston for half of the cost of a Marker Radio beacon for Stoulin International Airport.

Twenty six airport authority commissioners and city officials from ten cities appeared before the Aeronautics Commission to justify their individual applications.

Distribution was made from a fund maintained by revenues obtained from a 2% excise tax levied against the purchase price of all aviation fuel purchased in the State. While the yearly sum collected is rather modest, the allocations in most cases enabled the cities who received the money, to move forward with their projects.

EDITORS NOTE: With a legislative year coming up, perhaps serious thought should be given to increase the excise tax referred to in the above article, to 4% so as to be more in line with all other sales and use tax on the State level.

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FLYING FARMERS TO HOLD ANNUAL CONVENTION SEPTEMBER 18, 19, 20th AT GRAFTON

Rudolph (Rudy) Johnson, Grafton, President of the North Dakota Flying Farmers Association announced this week that the annual N.D. Flying Farmers Convention will be held at Grafton, September 18, 19, 20th at the 811-Vi-Dor Motel as headquarters.

The program will kick off with a Fly-In to the Grafton Airport on Friday afternoon with registration at the Grafton Airport. Coffee and donuts will be served at the airport, courtesy of the Aviation Committee of the Grafton Chamber of Commerce.

Friday evening, several flying farmer members will show pictures of air tours, which were taken by Flying Farmer members to the Holy Land and Mexico.

A business meeting and election of officers will be featured on Saturday morning. The Flying Farmers will hear a report from the Flying Farmer's Constitution and By-Laws Committee, Francis Simmers, Jamestown, Chairman, will recommend a revision of the groups constitution and by-laws.

Saturday afternoon, the Flying Farmers will depart by bus from Grafton to Drayton where they will tour the American Crystal Sugar Co. refinery there.

Saturday night a banquet will be held at the Eagles Club at Grafton. Jack O'Leary, Chief Agriculturist of the American Crystal Sugar Co. at Drayton, will be the banquet speaker. Grafton Mayor, Howard F. Hillis, will give the cities' welcome to the group.

Francis Phalen, Grafton, will be the master of ceremonies during banquet activities.

The highlight of the banquet will be the crowning of a N.D. Flying Farmer Queen for 1970-71. Cessna Aircraft Company representatives will present the Queen with a special trophy.

Following the banquet, door prizes will be awarded to the early bird; Flying Farmer flying from the greatest distance and for the oldest aircraft flown to the event.

The Flying Farmers will conclude the convention with departure from the Grafton Airport on Sunday morning.

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FLIGHT INSTRUCTOR REFRESHER SEMINAR, DECEMBER 15-16-17th, 1970

The annual North Dakota Flight Instructor Refresher Seminar will again be held at the University of North Dakota, Grand Forks, N.D., Tuesday, Wednesday and Thursday, Dec. 15, 16, and 17th. Anyone holding a Flight Instructors Certificate is welcome to attend. Unexpired Flight Instructor Certificates will be renewed upon satisfactory completion of the Seminar. FAA Standardization flights will be available by appointment on Monday, the 14th or Friday, the 18th for renewal of expired certificates.

Aircraft must be furnished by the applicant and all appointments must be made with GADO #7 by Friday, December 11th.

For those of you who have attended in the past and remember some of the instructors of the FAA Academy, James W. (Pete) Campbell and Carl L. Edmison, are scheduled for a repeat appearance. These men along with their team mates, whoever they may be, are professionals of the highest caliber.

Twenty hours of classroom work will be scheduled for the seminar, although two 45 minute periods, have been reserved for anyone who may wish to inject some subject or controversial matter and suggestions and ideas are most certainly welcome.

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GADO #7 APPOINTS NEW ACCIDENT PREVENTION SPECIALIST

Harold Olson of GADO #7 has taken over the duties of Accident Prevention Specialist from Robert Broadbent, who has gone back to operations, according to Lester E. Severance, Chief of the Fargo District Safety Office, FAA.

Any flying club, pilot group, CAP Unit or others can arrange for the services of the Accident Prevention Specialist, who will present a program for a meeting. Contact Mr. Olson or the Fargo GADO Office. Need for more accident awareness is demonstrated in that the recent deluge of rain in the central part of the State, changed conditions to soft fields, from a long spell of dry weather and hard fields and the toll was two Ercoups that struck fences on take off.

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AIR FORCE THUNDERBIRDS TO MAKE ONLY APPEARANCE THIS YEAR IN NORTH DAKOTA AT
JAMESTOWN AIR DAY, SEPTEMBER 27th.

Robert (Bob) Richardson of Radio Station KEYJ, Jamestown, who is also a member of the Jamestown Airport Authority and publicity director for Jamestown Air Day, has informed us that the Thunderbirds will be in Jamestown, Sunday, September 27th. He said that the day will start with a free breakfast for all those that fly in, starting 0800, but you had better plan on being on the ground by 1045 hrs. as that is when the field is closed for arrival of the famed precision flying team, who will then do their arrival maneuvers.

As stated, the field will be closed from 1045 to 1200 hr and then open until 1500 hours when it will again be closed for the main event until 1630 hours.

The main event of course is 1½ hours of some of the best precision flying done anywhere in the world by the famed Air Force Thunderbirds. If you haven't caught this show, now is your chance and if you have seen it, come again. It is a show worth seeing.

On hand will be static displays and a period of flying of radio controlled model aircraft between noon and 3:00 P.M.

FLY-IN BREAKFAST AT HETTINGER AIRPORT, SUNDAY, SEPTEMBER 27th.

J. B. Lindquist, the fixed base operator at Hettinger, has informed us that a Fly-In Breakfast has been scheduled for Sunday, September 27th. It is billed as just a plain get together with no one selling you anything if you fly-in. In fact, they will even give you and your passengers a free breakfast, all others \$1.50 each. The event is being sponsored by the Hettinger area pilots. They say everybody is welcome and break it down to the following reasons or excuses if you so prefer:

STUDENT PILOTS - A good reason to get some solo cross country time.

PRIVATE PILOTS - A good reason to give the wife a ride.

COMMERCIAL PILOTS - A good reason to fly where you want to for a change
(Better known as a busman's holiday)

INSTRUCTOR PILOTS - A good reason to give some dual cross country.

A rain date has been set as October 4th, 1970 which will only be if the weather is not VFR by 08:00 local time. You are cautioned to bring your own tie downs. As an after thought, a few prizes will be given away, Lindquist said and he again emphasized that nothing spectacular like the Blue Angels would be on the Agenda, just a low key get-to-gether.

NORTH DAKOTA 99'S TO SEEK CHAPTER

A North Dakota chapter of The Ninety Nines, Inc., International Association of Women Pilots is being formed and it is expected that the charter will be issued sometime in September. All licensed women pilots in the State of North Dakota are invited to attend our first meeting to be held at Dickinson, N.D. Municipal Airport, 11:00 A.M. MST, September 26, 1970. This invitation extends also to all women student pilots.

2,003 REGISTERED PILOTS PLUS 532 REGISTERED STUDENTS IN STATE

The State Aeronautics Commission, in compiling their records, find that as of Sept. 1, 1970, North Dakota has 2,003 pilots and 532 Student pilots registered with approximately 158 holders of some type of mechanic certificate. The names of all currently registered pilots, including students and mechanics, are placed on the mailing list of the North Dakota Aviation Newsletter. At the present time, we also have the names of approximately 550 pilots that have failed to register and these names will be removed from the mailing list, as of this issue of the Newsletter, unless a renewal is made. The 550 have been delinquent for over one year and a special mailing of registration forms will be made very shortly to these people. If you receive one of these registration forms, you can safely assume that you are not registered.

NEW PERSONNEL AT FAA GADO DISTRICT SAFETY OFFICE AT FARGO

Lloyd A. Adams formerly of Grand Rapids, Michigan has replaced Everett Dunkin as Chief of the General Aviation Maintenance Unit at GADO #7. Mr. Dunkin has transferred to the Kansas City Regional Office and while here in N.D., he made many friends and we do regret to see him transferred out. Mr. Adams originally came from Montana, big sky country, so he should feel partly at home. Assisting Mr. Adams will be Wm. (Bill) Craven, who transferred in some time ago from Sioux Falls, S.D. and Robert Glascock, who came from Denver. An Aircraft Avionics Inspector has also been added to the staff, he is Weston Edwards, formerly with Northern Airmotive of Minneapolis. His area of responsibility will be avionics and instruments.

In the operations end are Bernard Lockert who has been with GADO #7 for some time and who originally came from Rapid City and a new man in is Charles Bagby, who hails from Columbia, Miss. Round out the operations end are Robert Broadbent and Harold Olson, who have been there a few years, along with Lester Severance, the Chief.

ACCIDENTS:

PILOT: Lenhardt Kungel, Kulm, N. Dak.
 Time & Place: Feb. 9, 1970 - 2:30 p.m., Kulm, N.D. Injuries: None
 Pilot Time: Student, SEL, 35 TT - Age 36
 Aircraft & Damage: Cherokee - Vertical Stabilizer, Rudder & Windshield damaged.
 Pilot Statement: Practicing forced landings and hit REA line. Departed Jamestown at
1:15 destination Kulm. * * * * *

PILOT: J. Giesbrecht, Winnipeg, Canada
Time & Place: April 22, 1970, 12:45 a.m., Pembina, N.D.
Pilot Time: Commercial, MeSEL, Instrument, 2589 TT - Age 26
Aircraft & Damage: Cessna 402A - Damaged left tip tank, left wing and gear, left prop, right gear and minor damage to left flap. Injuries: None
Pilot Statement: left Winnipeg at 12:20 local for Customs at Pembina, N.D. Everything normal in flight. Put gear down at Pembina indicating three green lights down and locked, came over the button R, is at 100 MPH, touched down at 85 MPH and left gear collapsed, skidded off the runway turning through 90°. Came to full stop about 500 ft. after touchdown. * * * *

PILOT: Gregg Lundquist, Lake Lilian, Minnesota
Time & Place: May 6, 1970, 11:15 p.m., Steele, N.D.
Pilot Time: Private, 91 TT, Age 31

Injuries: Serious to pilot
and 3 passengers

Aircraft & Damage: Cessna 172 Skyhawk - Major damage done to wings, landing gear, prop, engine accessories, left wing which hit the pole, was really torn up, main landing gear was pulled out of fuselage.

was pulled out of fuselage.

Co-Pilot Statement: Left St. Cloud on VFR flight plan to Fargo, N.D. at 7:30 p.m. Arrived in Fargo at approximately 9:10 p.m. Closed VFR flight plan at 9:30 p.m..

trip to Bismarck, departed Fargo to Bismarck and opened VFR flight plan at 9:30 p.m.. Over Jamestown, the other plane we were flying with, stopped for gas, we called Jamestown radio for the latest weather in Bismarck at 10:45 p.m. Weather 13+ visibility 7000 overcast. About 11:08 p.m., the wind picked up and light turbulence was encountered. At this time, Flight Service said Bismarck was encountering moderate rain showers but visibility was still 15+ at 7000 and there was a light wind, so we could run into rain showers. We proceeded on and encountered severe turbulence and heavy rain. We were at this time deciding to turn back, as co-pilot said we wouldn't have enough gas. Shortly thereafter (a matter of few seconds) the hail started to really come down. This factor made us to decide not to go on. The pilot started a right turn when co-pilot saw the headlights of a car on the interstate and taking the gas shortage into mind, tried to set up a landing pattern behind the car, so that we could land on the interstate road. But the rain became heavier as did the hail and we lost sight of the car lights and at the same time, drifted off the north side of the interstate. I still had the controls and asked the pilot to check the airspeed and he saw that we were in a dive, so he pulled back on the controls and a few seconds later, we hit the ground with the main landing gear and bounced. The pilot had the control at this time and he added power to try and have another landing when I yelled and saw the tower in front of us. We hit the tower with the left wing and the pilot said to me, let's try to hold in off the best we can and bring her in slow and flat. We were lucky and did both. All of this took place about 11:10 and at that time we were trying to contact Flight Service on 122.6 and 122.2 but probably because of the weather and our altitude, we were unable to contact them.

PILOT: Richard D. Hardy, Walhalla, N.D.
Time & Place: May 20, 1970, 6:30 a.m., Farm field 7 miles So. of Walhalla, N.D.
Pilot Time: Commercial, ASEL, 597 TT, Age 31 Injuries: Minor
Aircraft & Damage: Piper PA-25 - Aircraft Total loss
Pilot Statement: Prepared runway in farm field, loaded aircraft with fertilizer taking off to the South, was unable to clear trees. Hit top 3-4 ft. of trees damaging wings. Aircraft settled into soft field, gear collapsed and aircraft settled on nose for about 30-40 ft, then nosed over and caught on fire.
Pilot Recommendation: Lighter load to try strip, better selection of runway.

PILOT: James T. Montgomery, Box 1313, Grand Forks, N.D.
Time & Place: May 22, 1970, 3:30 p.m., Grand Forks, N.D.
Pilot Time: Commercial, AS&MEL, glider, instrument, 16,580 TT, Age 52
Aircraft & Damage: Call Air B-1A, Aircraft complete loss, except wings might be repairable.
Injuries: Minor
Pilot Statement: Took off north with 1700 lb. fertilizer. Take off normal but when I got opposite buildings on north end of runway, encountered turbulence and airplane began to settle and approach a stall. Lowered nose to gain speed and went through hi line wires. Left wing hit hi line pole about $\frac{1}{2}$ way in from wing tip. Airplane swung to the left and all efforts failed to level wings and hold direction. Raised nose as much as possible for a pancake landing then it contacted ground and rolled end over end, I think. Cockpit was in inverted position and I took my time getting out landing on my feet when belt was released. I then opened side window and walked out. Engine was torn off and lying beside cockpit. Cabin area was intact. Crash helmet was found 80 ft. in front of plane.

ACCIDENTS - continued

PILOT: John P. Jenson, Grand Forks, N.D.

Time & Place: June 1, 1970, 9:45 p.m., Detroit Lakes, Minnesota
Pilot Time: Commercial, A&MEL, Flight Instructor, Instrument, 1125 TT - Age 25
Aircraft & Damage: Beech 18, Substantial damage
Pilot Statement: On departure from Detroit Lakes at 100 MPH and less than 50 ft., the left engine failed completely and I dropped the nose to pick up airspeed and the engine cam in just momentarily, by that time we were down below the surrounding terrain and I felt it was safer to make a forced landing than to have a stall spin accident, I had complete control of the airplane upon ground contact.
Pilot Recommendation: Due to the nature of mail contracts and its airports we operate out of, I feel the Postoffice Department should have a load limit to coincide with the airports that we operate out of. * * * *

PILOT: Donald Barth, Campbell, Minnesota

Time & Place: June 5, 1970, 4:00 p.m., Tyler, N.D.
Pilot Time: Commercial, SEL, Sea, 5000 TT, Age 44
Aircraft & Damage: Pawnee 235, Broken gear, pumps damaged, propeller bent, rudder and canopy damaged.
Pilot Statement: I was spraying and ran out of gas. Tried to make a road and couldn't. Made a bad landing, hit a drainage ditch, gear gave way and rolled over on its back.
Pilot Recommendation: Manufacturer could put in a reserve gas tank for a \$20,000. * * * *

PILOT: William R. Frison, Wheeling, Illinois

Time & Place: June 6, 1970, Crary, N.D.
Pilot Time: Commercial, Instrument, ASEL, 2000 TT, Age 28 Injuries: None
Aircraft & Damage: Cessna 120 - Damage to prop, both wings, vertical stabilizer, rudder.
Pilot Statement: Landing on road to west, NW wind caused aircraft to weather vane to right, west into ditch and hit an embankment, causing aircraft to turn over on its back. Location 5 miles north of Crary, N.D. * * * *

PILOT: Daniel L. Wakefield, Devils Lake, N.D.

Time & Place: June 20, 1970, 8:00 p.m., Warwick, N.D.
Pilot Time: Commercial, Instructor, ASEL, 20,000 TT - Age 26
Aircraft & Damage: Weatherly Fairchild M62,
Pilot Statement: During take off on road, aircraft wondered slightly to left on soft grass covered left shoulder of roadside about 1 ft. off speed. Settled and struck approach to highway, knocking gear off aircraft and nosing up aircraft. Injuries: None * * * *

PILOT: M. H. Maroney, 643 E. Main, West Fargo, N.D.

Time & Place: July, 1970, Casselton, N.D.
Pilot Time: Commercial, AM&SEL, 1190 TT, Age 48
Aircraft & Damage: Piper Pawnee. Substantial damage to left wing, gear, entire tail assembly. Top of fuselage, some nose damage, propeller, possible engine damage.
Pilot Statement: Because of the extreme wet spring here, my runway was not usable. Operations were then moved to the service road parallel to Interstate 94 west of Casselton. Just before touch down on my landing approach, a pickup truck pulled out from approach in front of me. I hit the throttle and pulled up to miss him and struck the power line and 9/16" cable crossing Interstate 94. The airplane came down on the west bound lane of the Interstate and skidded into the median.
Pilot Recommendation: By using Flagman at all possible entrances to portion of road being used. * * * *

FREAK PARACHUTE ACCIDENT AT PEMBINA, N.D.: While on a training mission with Student jumpers, June 18th over Pembina, a freak parachute accident happened that could have been very serious, but fortunately wasn't.

Lee Schumacher of Pembina was the pilot of a Cessna 180 owned and operated by Tom Nord of Nord Aviation, Pembina. On board were 2 student jumpers and Bill Smith, a Jumpmaster of a Winnipeg, Manitoba Parachute Club. Students were jumping on a static line and when the last student left the ship, his static line accidentally looped over Smith's emergency chest pack rip cord handle, snapping it out. The sudden ejection of the chute and its subsequent filling with air from the slip stream of the 180, jerked Smith, the Jumpmaster, from the rear seat. His body acting as a battering ram, did substantial damage to the right rear door post, ripping it loose, rupturing the gas line, tearing out the flap cable and stretching the aileron cables. He was momentarily stunned by being jerked out but when he regained consciousness, he was descending with his chest pack, which fortunately was not damaged, and believe it or not, he hit target area. He sustained severe bruises and a small cut on his chin but no broken bones, happily. The pilot Schumacher, after regaining his composure, discovered that the aircraft was flying normally, but was spewing gas from the ruptured line. He then elected to shut everything down and made a dead stick landing on the road. * * * *

JAMESTOWN: Starting Sept. 1, 1970, Jamestown Aviation, Inc., will be giving twin engine ratings and will have VA approval for twin engine training.

FOR SALE: Aeronca Chief 11AC, 75 HP, 112 hrs. on new motor, ceconite cover, top shape, newly annuated, always hangared. \$2100. Call Russel Kilien, Stanley, N.D. Tel: 628-2333 * * *

WANTED TO BUY: 1967 Cherokee C180, Please state number of hours since SMOH and also when last annuated. State colors, interior should not be soiled or tore, state price. Contact Raymond Walfrid by letter - Wildrose, N.D. 58795 * * *

WANTED: Qualified mechanic to lease shop and equipment at Comet Aviation, Inc. Anyone interested, contact Comet Aviation, Inc., Box 1172, Jamestown, N.D. 252-4020 * * *

FOR SALE: 1968 Cherokee 140, 1200 TT; 1968 Cherokee 180, 0SMOH; 1969 180 Cessna 350 TT; 1965 Piper PA-18 150 Super Cub; 1949 Cessna 170; 1962 Comanche 250, 600 SMOH; 1969 Cessna Skylane, 350 TT; 1969 Cessna Skyhawk, 200 STOH; 1948 Champion ZBCM C-85, 650 SMOH; 1947 Jumbo Swift, fresh annual; 180 SMOH; 1970 Mark Commander 70 TT; 1969 Dart Commander 450 TT; 1964 PA-30 Twin Comanche 1200 TT; 1966 PA-30 Twin Comanche Turbo, 1000 TT; Contact Mid-State Aviation, Inc., Box 1014, Bismarck, N.D. or call 701-223-6862 or 255-4907 * * *

FOR SALE: 1946 Funk, 1839 TT, 239 SMOH, 85 Cont., Electrical system, lights, starter, generator; 1968 Aero Commander Quail Ag plane, 706 TT, 290 HP Lyc., 210 gal hopper; 1968 Aero Commander 100 Dartlet, 585 TT, 150 Lyc., KX-150; 1968 Mooney M20C, 955 TT, 180 HP Lyc., rot. beacon; 1964 Mooney M20D, 2039 TT, 180 HP Lyc., 919 SMOH, KX-150, converted to retractable; 1967 Mooney M20C, 352 TT, 180 HP Lyc.; Electric gear & flaps, Geneva Radio; 1967 Mooney M20C, 490 TT, 180 HP Lyc., Narco MK-12; 1960 Mooney M20A.

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

FIRST CLASS

2521 TT, 180 HP Lyc. MK-2 & ADF 30, 747 SMOH; 1960 Mooney M20A, 2040 TT, 180 HP Lyc. 0-STOH, MK-2, LFR-3 radios, new paint; 1968 Mooney M20G, 121 TT, 180 HP Lyc., Narco MK-3; 1969 Mooney M20E, 580 TT, 200 HP Fuel Inj. Lyc., dual KX-150; Electric gear & flaps; 1970 Mooney M20 E, 40 TT, Electric gear & flaps; 1970 Mooney M20F, 72 TT, Narco MD-12B, DME; 1968 Mooney M20F, 1560 TT, 300 SMOH, TSD Bendix Transponder, Bendix CNS-200 with glide slope, Narco MD-12, 360 channel, Narco 3 light marker beacon; 1970 Mooney Cadet, 768 TT, King KX-160; 1970 Mooney Cadet, 30 TT; 1966 Piper Cherokee 235, 1338 TT, Bendix ADF, tip tanks, rotating beacon, Narco MK-12, Omni head, Full Instru. panel; 1967 Mooney M-22, 1530 TT, 950 since new engine, KX-160's glide slope, 3-light marker beacon, King DME with time to station, Bendix ADF, auto pilot & transponder; 1968 Mooney M-22, 167 TT; 1954 Cessna 180, 2071 TT, 250 SMOH. Contact Pietsch Flying Service, Minot Int'l Airport, Minot, N.D., Tel: 838-4092 or 838-7963 * * *

DEADLINE FOR AVIATION MECHANICS SAFETY AWARD APPLICATIONS NOVEMBER 15, 1970.

Entries are again being solicited for the annual FAA "Aircraft Mechanic Safety Award" and the entry forms can be secured by contacting any GADO office or maintenance personnel and asking for FAA Form 1210-1. The N.D. Aeronautics Commission will also have some on hand. Advisory Circular #60-26 has more of the details of the award and these can also be secured from GADO. FAA would like to see as many people as possible enter for this award, as it is recognition for the men who truly keep the machines flying. Three state judges will be picked at a later date who will make a selection and the winner will be qualified for the regional contest. * * *