

AVIATION NEWSLETTER

Vernon H. Baltzer, Editor

STATE OF NORTH DAKOTA



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AERONAUTICS COMMISSION

BOX "U" BISMARCK, N. DAK. 58501

March - April, 1971

PROMINENT ROBINSON, N.D. FLYING FARMER & RANCHER NAMED TO AERONAUTICS COMMISSION BY THE GOVERNOR

Governor William L. Guy named Ward E. Whitman of Robinson, N.D. to fill the unexpired term of Commissioner Louis Gershman of Grand Forks, N.D. Mr. Gershman resigned as he has moved from the State. Mr. Whitman's term became effective March 16, 1971 and runs to July 1, 1972.

Mr. Whitman and his wife Edith plus five daughters, operate a large ranch and small grain operation in the northern portion of Kidder County, with the ranch buildings and a fine turf airport with 2-2400' X 100' landing strips 2 miles SE of Robinson, N.D.

Ward has been an active pilot since the late 1940's and has been doing aerial application work, primarily for himself and his brothers and does some for area farmers when he finds time. He holds a commercial license and the flying fever has already struck in the family, in that Ann, his eldest daughter, who will be graduating from High School this spring, has already earned her private license in the Cessna 182 her Dad owns. Mrs. Whitman has passed her private written and has had some dual and the second daughter Shelly, 14, has stated that she is next on the list. An airport bum was heard to mutter, "what is this women's liberation coming to", as Mrs. Whitman and daughter Ann plus several of Ann's sisters piled into the 182, after a days shopping in Bismarck and headed for home.

Coffee is always on at the Whitman's and Edith and Ward extend an invitation to all to stop in and take a break, if in the vicinity.

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AERIAL APPLICATORS SEMINAR AT DEVILS LAKE ON TUESDAY, MARCH 30, 1971

The annual aerial applicators seminar will be held at Devils Lake, N.D. on Tuesday, March 30, 1971 at the Devils Lake Junior College auditorium. Registration opens at 9:30 a.m. Program starts at 10:00 a.m. The annual banquet hosted by nine chemical companies will be held Tuesday night at 7:00 p.m. at the Devils Lake Eagles Club.

Highlights of the program includes a review by Harold G. Vavra, Director of the Aeronautics Commission of the hearing held at Bismarck on March 16th and what may be expected in the form of new state regulations affecting all aerial applicators in the State. Also a review of changes in the aircraft operators liability laws made by the 1971 session of the N.D. Legislature.

NDSU Extension Service personnel will be on hand to give the latest herbicide, fungicide and pesticide recommendations and includes presentations by Wayne Colberg, Chief Entomologist; Dr. Larry Mitich, Agronomist and Dr. Ed Lloyd, Extension Plant Pathologist. Monsanto Chemical people have a slot on the program to explain application of granular herbicides and new pre-emergence herbicides; Eldon Sorenson, Pres. of Sorenson Aircraft Manufacturing Co., Worthington, Minn. will talk on spray nozzle adjustment and spray patterns. He will also present slides on artic operations on float planes.

Harold E. Olson, Director of the FAA Safety Program from the Fargo FAA District Office will address the group on Ag aircraft problems and solutions. Jim Peterson, Safety Director of the N.D. Aviation Association will talk briefly about general safety. Representatives of the Conklin Company will talk on a "new wetting agent" for aerial applicator use.

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AIRCRAFT LIABILITY LAW CHANGED BY THE 1971 SESSION OF THE LEGISLATURE

The aircraft owner's liability law was modernized by deleting the words in Section 2-03-05, which stated that the owner shall be absolutely liable for damages or injuries, whether such owner was negligent or not, caused by the dropping of any object from an aircraft. The underlined words were amended out of the law so that an aircraft owner shall be liable in such instances in accordance with ordinary rules of law involving torts in the State.

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POWDER PUFF DERBY TO BE RUN JULY 5 - 8th, 1971

Women who fly and are interested in the Powder Puff Derby are busily looking for sponsors for the annual 25th Powder Puff Derby to be run from Calgary, Alberta, Canada to Baton Rouge, Louisiana, July 5 - 8th. Mandatory stops are Great Falls and Billings, Montana; Rapid City, South Dakota; Denver, Colorado; McCook and Lincoln, Nebraska; St. Louis, Missouri; Little Rock, Arkansas and on to Baton Rouge. The event is sponsored by Virginia Slims of "You've Come a Long Way Baby" and the route is 2442.44 statute miles in length.

North Dakota, up to the present time, has had only one pilot enter this race.

Martha Gaunce of Williston, a member of the 99's participated in a race a few years back.

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CRASH LOCATOR BEACONS ARE A MUST: ONLY QUESTION REMAINS IS WHAT TYPE, WHERE & WHEN?

While the Federal Register, as published by the Federal Government, makes for dry reading for most of the people, it is one of the better ways for John Q. Citizen to find out what his government is doing. The March 13, 1971 issue carries a Department of Transportation "Notice of Proposed Rule Making", wherein the FAA candidly admits while the Agency was contemplating and had issued a Notice of Proposed Rule Making March 17, 1969, which proposed that a "crash locator beacon" be required on all aircraft in operations conducted by air taxi and commercial operators under Part 135, including air taxi operations conducted with large aircraft and that "survival radio equipment" be carried aboard such aircraft when engaged in extended overwater operations.

Comments on these notices were voluminous and indicated a great interest in the subject. However, before the agency completed its rulemaking action, Congress in 1970 enacted a law (section 31, Public Law 91-596) which amended section 601 of the Federal Aviation Act of 1958 to require the installation of "emergency locator beacons" on U.S. registered civil airplanes used in air commerce with certain specified exceptions.

As construed by FAA, the exceptions specified in section 31 of Public Law 91-596, the beacon requirement does not apply to turbojet engine powered (pure jet) airplanes, or to airplanes of domestic and flag air carriers certificated under Part 121, while being operated by those air carriers in other than charter flights. In addition, that law excludes military airplanes, an airplane used solely for training purposes not involving flights more than 20 miles from its base and airplanes used for agricultural aircraft operations governed by Part 137 of the Federal Aviation Regulations.

The compliance dates established by Public Law 91-596 for U.S. registered civil airplanes subject to the beacon requirement are December 30, 1971 for those manufactured or imported after that date and December 30, 1973 for all others. However, it will be noted that for airplanes used by air taxi operators or commercial operators in operations pursuant to Part 135, it is proposed herein to require compliance within 1 year after the effective date of the rule.

As a point of interest, Public Law 91-596 pertains to "Occupational Safety & Health" and the "Crash Locator Beacon" section was attached as a rider by Congress.

Interested persons can secure a copy of Docket No. 10915; Notice No. 71-7, which is quite lengthy and pertains to such questions as what location on the aircraft, what type and standards. Closing date for comments is May 12, 1971.

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UNIVERSITY OF NORTH DAKOTA AVIATION DEPARTMENT SHOWS CONTINUED GROWTH

Experiencing continued growth, the University of North Dakota's Department of Aviation Administration reported total enrollment in all classes up more than 14 percent from last semester.

Aviation Administration majors increased from 12 during the Department's first semester of existence in the fall of 1969-70, to 24 by the spring term of 1971. In the fall term of 1970-71, 87 majors enrolled, with that number increasing to 101 degree majors in the last registration.

Total class enrollment for the Aviation Administration Department totaled 410 university students for the 1971 spring semester. More than 150 of these UND students are currently participating in flight instruction, ranging from Private pilot through CFI and ATR at Grand Forks International Airport.

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GRAND FORKS TEMPORARY TOWER OPENS FRIDAY, 1000 HRS, MARCH 26TH

Wayne Peterson, who formerly held the title of FAA-USAF Liaison Chief at the Grand Forks Air Force Base has been named Tower Chief at the Grand Forks International Airport. He has informed us that the GF Tower will be officially opened at 1000 hrs. Friday, March 26th. Tower frequency will be 118.4 Mhz and 121.9 ground control. They can receive on 122.4 Mhz only. The tower will be open from 0700 hrs. CST to 2300 hrs. CST. Approach control will be handled by the Air Base as in the past on 118.1 Mhz. The FAA has also circulated proposal of new construction of a pole-mounted outer and inner markers for runway 35, with work to start July 1, which will give Grand Forks greater instrument capabilities.

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ARMADA OF MOONEYS (6) MAKE INVASION OF MEXICO FOR FUN AND RELAXATION OR
HOW TO BREAK A SEIGE OF CABIN FEVER

Fixed base operator Alfred Pletsch of Pletsch Flying Service of Minot, N.D. led a group or at least followed up on six Mooneys in a group that spent 11 days of February in the sun with our neighbors to the South.

The party left Minot February 14th and consisted of the following people:

Aircraft #1 - Alfred Pletsch and wife Eleanor of Minot and Bill Maher and wife

Frances of Arcola, Saskatchewan.

Aircraft #2 - Leonard Krech of Krech Flying Service, Rolla and wife Georgiann and Myron Good and wife Belle of Rolla.

Aircraft #3 - Bill Durick and wife Jerry of Columbus and George Milligan and wife Mary of Arcola, Saskatchewan

Aircraft #4 - Orvin Johnson and wife Genevieve, Minot and Elmer Wolf and wife Virginia of Makoti.

Aircraft #5 - Jim Boyd and wife Dolly of Minot and Jim Pritchett and wife of Minot. Aircraft #6 - Frank Foster and Elroy Sundby of Williston.

The group flew 6,400 miles with about 37 hours of flying time, averaging 170 miles per hour. Of course all being Mooney pilots, they lauded the economy of the aircraft, claiming 7.7 gals per hour consumption.

Crossing the border was made from Tucson, Arizona filing direct to Mazatlan on the West or Pacific Coast of Mexico, with the inevitable happenstance of the arriving of the aircraft at the destination before RAMAS notified Customs. This results in mass confusion of course, with torrents of spanish being spoken, little comprehended but finally custom clearance and a visa issued to all. Three days were spent at Mazatlan soaking up sun on the beautiful beach, plus lots of shopping with some of the best seafood eating at the Shrimp Bucket, a must according to those polled.

Next stop was a short hours hop to San Blas down the coast where an additional three days were spent. Some of the hardier souls went deep sea fishing, no report on how they did, while the balance of the party made a Jungle Cruise up the river and explored a famous spanish fortress. Swimming and sun bathing and of course parties occupied the balance of the time spent here.

After leaving San Blas, the next stop was inland to Guadalajara, which has a remarkable resemblance to terrain and climate to Butte and Billings, Montana. If it weren't for the people speaking spanish, you could easily think you were back in the Big Sky Country.

While in Guadalajara, the group browsed through the 3rd largest open market in the world and 2nd oldest Cathedral, this according to the guides, who may have been carried away. A bus tour of the Handicraft and Arts Center topped off with restaurant exploring for Mexican cuisine ended the stay here. Outbound clearance was made in Guadalajara surrendering visa cards and again slight difficulties with the RAMSA people, who needed convincing that the aircraft had range to Laredo, where inbound clearance was made into the U.S. Again arrival was made before Customs had been notified and the inevitable grumping of the renown U.S. personnel. An overnight stop was made at Laredo and homeward bound the next day.

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BISMARCK COUPLES ALSO MAKE FLIGHT TO MAZATLAN

Two Bismarck couples, Merrill Rivinius and wife Beverly and Milton Lindvig and wife Hilda Mae, made a solo one plane flight to Mazatlan, staying at the one place the entire extent of their Mexican trip. The trip was also made during the last of February and plans are already being laid for next winters excursion. Milton and Merrill say that they will allow only 180 Cessnas or better in their proposed tour next year.

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FOR SALE - ENGINES EXCHANGED SUBJECT TO INSPECTION

Cont. 104700 Cont. A-65-8 Lycoming 0290D-2
Cont. 10470C Lycoming 0540 B2B5 Lycoming 0320's
Cont. 0470R Lycoming 0290D Lycoming 0360 A3A

AIRFRAME SURFACES AVAILABLE ON EXCHANGE BASIS SUBJECT TO CONDITION OF ITEM:

CESSNA-150	CESSNA-172	CESSNA-182
1-150 Horizontal Stab.	1-RH-172 Wing	2-182 LH Wing
2-150 Rudders	1-172 Vertical Fin	1-182 RH Wing
2-RH-150 Elevators	1-172 Vertical Stab.	1-182 Vertical Stab.
1-RH-150 Aileron Assy	1-172 Rudder	1-182 Rudder
1-Set-150 Spced Fairings	1-172 Horizontal Stab.	1-182 Horizontal Stab.
	1-172 Elevator	2-182 Elevators

We are very interested in any engine or airframe parts which you may have. Inquire about rebuilding your aircraft or engine in our Airframe and Powerplant School.

Quotes are available from Chuck or Prince Kundert, Ed, Ward or Gordy. Contact

Kundert Aviation, Inc., Box 5534, University Station, Fargo, N.D. 58102, Tel:237-5305

COLLEGIATE FLYERS TO HOLD REGIONAL MEET IN GRAND FORKS, SATURDAY, MARCH 27TH

Grand Forks International Airport will be the sight of the Region Five National Intercollegiate Flying Association (NIFA) spring meet. The meet, to be held Saturday, March 27th, will feature flying teams from North Dakota, South Dakota, Minnesota, Montana, Wyoming and Canada.

The Grand Forks meet is one of five regional meets being held around the nation this spring. The regional competition is a warm up for the NIFA national meet to be held later this spring in San Jose, California.

Approximately 15 teams are expected to enter nearly 100 contestants in the 6 scheduled events.

The competition, which begins at 7:00 a.m., will feature; power on and power off spot landings, the bomb drop, the navigation event, the simulator event, and the safety award. The judging team will be headed by Mr. Les Severance of the Fargo FAA.

When the collegiate flyers are not busy in competition, they will be entertained by a demonstration of radio controlled aircraft, a parachuting jump by the UND sky diving team and various displays by different aircraft dealers.

The meet, which is open to the public, is sponsored by the UND Flying Club and the Bemidji State (Minn) Flying Club with the assistance of the University of North Dakota Aviation Department.

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FAA SAFETY MEETING - FAA SAFETY SPECIALIST HAROLD E. OLSON
Rugby, North Dakota, 7:30 p.m., March 25, 1971 at the Andrews Steak House
sponsored by Bill Finley.

There is still time to schedule a safety meeting before spring activity begins. Bookings for April are relatively light, so if you wish to sponsor a meeting, please give Harold E. Olson a call. Distance is no problem and Mr. Olson would like the opportunity to meet some of you fellows in the Western part of the State.

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WATCH SPRING BREAKUP OF TURF AND SOFT HARDSURFACING

The time of the year is again upon us when turf landing areas can be very treacherous. What appears as good grass can hide a lot of water, which can mire you down completely and flip you on your back. If it doesn't do this, you may curl a prop, which is very expensive too. Even double armor seals can become very soft if they have poor drainage, beware of ponded water that lies over hardsurfacing of this type.

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AIRPORTS - OPERATORS

GLEN ULLIN: Plans are being laid to hardsurface a NW-SE 50' X 2400' runway, also a ramp area and a connecting taxiway. This community with a population of 1,210 people, has been making gradual improvements of their airport the last five years and are to be commended.

FORT YATES: The Standing Rock Sioux Tribe has in Council meeting voted to proceed with the Airport Industrial complex that has been master planned in an area South of Fort Yates. The area is south of the bay that encircles the City of Fort Yates on the South. A preliminary application has been submitted to the FAA with the Standing Rock Sioux Tribe to act as sponsor of the project. Plans call for a 60' X 4000' hardsurfaced NW-SE runway and a graded turf NE-SW landing area. Public hearings are to be scheduled shortly with Roy Cunningham, FAA State Airport Engineer and Vernon Baltzer of the N.D. Aeronautics Commission, meeting with the sponsors March 9th.

MOTT: Public hearing has been held and no opposition voiced to a project which calls for a MNW-ESE 120' X 3800' turf landing area.

BEACH: This Golden Valley County seat had acquired land to construct a new airport east of that City 1 mile and had planned to move from their present site. After due consideration of all aspects involved, the County of Golden Valley created a County Airport Authority, who will take over the project and build the facility as a County Airport. Golden Valley County, the third county to form an Airport Authority. Named to the Golden Valley County Airport Authority were the following persons and their terms of office: A.W. Uechert, 5 year term; Alvin Idler, 4 yr; Roland Remollong, 3 yr; Clayton Bartz, 2 yr; Allen Ekre, 1 yr. In their organizational meeting, Alvin Idler was named Chairman, A.W. Uechert, Vice Chairman and Clayton Bartz, Secretary. An engineer is to be hired and plans and specifications are to be drawn up for a NW-SE 60' X 3600' hardsurfaced runway with a connecting taxiway to a 150' X approximately 1/2 200' ramp area.

BOWMAN: This energetic and wide awake City in the very SW corner of the State, is making plans to hardsurface their 60' X 4000' NW-SE runway, also the connecting taxiway ramp and access road. Plans call for a double armor seal of the entire area as suitable base has been already built up. Four twins are based at Bowman plus a good number of single engine aircraft.

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NEED AN ANSWER FROM THE IRS? North Dakota residents can now contact the Internal to get a quick answer on tax problems..with no charge for the long distance call. This service operates every weekday between 8 a.m. and 5 p.m. CST. North Dakotans call 800-342-4710. . . beauty of this new operation lies in the fact that it enables taxpayers to handle, by phone, what it previously took a letter or visit to accomplish. North Dakota is a pilot program. . . if this works, it may be installed nationwide.

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ACCIDENTS

Pilot: Harlen Pease, Aberdeen, S. Dak.

Time & Place: September 5, 1970, 6:00 p.m., 2 miles South of Verona, N.D.

Pilot Time: Private, ASEL, 87 TT, Age 30

INJURIES: None

Aircraft & Damage: Ercoupe - Left wing, nose gear, propeller and partial damage to right wing and fuselage.

PILOT STATEMENT: I was going South into the wind on take off. As I got closer to the trees, I knew I couldn't clear the trees, if I did get off the ground, so I turned left toward the gate and hit the corner post with the left wing. When I hit the corner post, the airplane twisted sideways, breaking off the nose gear and the front end of the airplane nosed into the ground, which twisted the propeller.

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Pilot: James R. Chitwood, Alexander, N.D.

Time & Place: October 15, 1970, Bismarck Municipal Airport

Pilot Time: Private, ASEL, 2360 TT, Age 59

Aircraft & Damage: Piper PA-24, Damaged propeller blades, skin on bottom of fuselage, center section, landing gear anchor on gear retraction motor or worm.

INJURIES: None

PILOT STATEMENT: Cleared to land by Bismarck Tower to runway 130, normal landing. On roll out intended to retract flaps, retracted gear instead. Was watching for plane that was cleared to land on runway 170.

Pilot Recommendation: Do not retract flaps on roll out if electric controlled.

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Pilot: Gary Wachala, Cooperstown, N.D.

Time & Place: Dec. 30, 1970, Cooperstown Municipal Airport

Pilot Time: Student, 11 TT, Age 24

INJURIES: None

Aircraft & Damage: Cessna 150, rear spar bent outboard of fuselage fitting, and both spars bent at tip. Prop bent.

PILOT STATEMENT: I was practicing touch and go landings. On fourth landing and take off, I lost control and veered off the runway to the left into approximately 8 to 10 inches of snow with power off. Aircraft nosed down and struck prop and right wing tip.

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Pilot: Donald Lee Reed, 916 Belmont Rd., Grand Forks, N.D.

Time & Place: January 21, 1971, 5:00 a.m., Watford City, N.D.

Pilot Time: Student, SEL, 118 TT, Age 31

INJURIES: None

Aircraft & Damage: Cessna 172, both wing tips damaged, nose spinner, propeller and vertical stabilizer beacon.

PILOT STATEMENT: Left Grand Forks at 13:30 hrs, gassed up, checked with FSS and Fl on weather, arrived Minot at 1630 hrs., gassed up, checked with FSS on weather, left Minot at 16:53 hrs, arrived Watford City at 1800 hrs. Entered traffic on 45 at 2,900 ft. carb heat 1500 RPM. Crabbed on final to flare our slip for c/w to touchdown. On touchdown left wing raised, got wing down and attempted to become airborne and go around to stabilize plane, did not lift off, so idled engine. Left wing again raised, hit compacted snow area, heard prop hit, leveled off again and ran right main gear in snow on right side of runway. Could not steer back on to runway. Rode into snow on all 3 wheels, plane stopped abruptly, pitched forward, balanced on end and wind tipped to upside down position. Shut off switches, unbuckled and left plane.

Pilot Recommendation: Observing better cross wind and landing techniques.

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Pilot: Burton A. Olson, Crosby, N.D.

Time & Place: Feb. 16, 1971, 9:00 A.M. Farm strip

Pilot Time: Private, SEL, 223 TT, Age 36

Aircraft & Damage: Piper J-3, Prop broken, bottom cowl, outboard leading edge of right wing landing gear, right lift strut.

INJURIES: None

PILOT STATEMENT: My brother and I were taking the aircraft to Williston for an annual inspection. During preflight inspection, I noticed some grainy frost on wings from leading edge to trailing edge of airfoil. Take off was normal but aircraft seemed to mush along in ground effect. Controls remained sloppy and ineffective. Airspeed was 55 MPH and engine operating normally. Upon leaving ground effect, the aircraft turned to the left and became stalled completely. Right wing tip contact ground first, then the landing gear broke off from side loan as aircraft slid to a stop sideways. There were no injuries to me or my passenger.

Pilot Recommendation: Clean off all frost no matter how little the amount.

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BONZER AIRPORT SIGN: Bonzer, Inc., manufacturer of the Bonzer TRN-70 radar altimeter is distributing free field elevation signs for airports. The 14 by 20 inch signs are designed to be placed in the ground at the end of each runway and adjacent to engine runup areas to give pilots exact field elevation prior to takeoff. The all-weather signs are free to any airport desiring them. An airport may obtain them by writing Bonzer, Inc., Department PLP-7, 7923 Floyd Street, Shawnee Mission, Kan. 66204

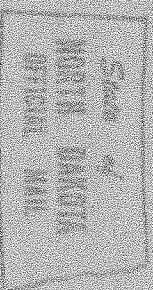
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FOR SALE: Complete Sanderson ground school kit, includes filmstrips, recordings, projector, master manual plus some textbooks and workbooks. Price \$450.00 - Would also rent to some instructor. George Freadhoff, Bay Shore Resort, Lake Ashtabula, Valley City, N.D. 58072 Tel: 845-1005

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, T50 Bendix Transponder, Bendix CMS 220 with glide slope, Narco MK-12A-360 channel; Narco 3 light marker beacon, 200 hp fuel injected Lyc; 1969 Mooney Chaparral, 700 TT, 200 hp fuel injected Lyc, Electric gear & flaps, 2 KX-160's; 1970 Mooney Chaparral, 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; 1964 Mooney Executive, 2050 TT, 930 SMOH, 180 Lyc; 1960 Mooney M20B, 2040 TT, 0-SMOH, MK-2, LFR-3; 1963 Mooney M20C, 180 Lyc; 1970 Mooney Cadet, 1120 TT, 90 Cont, KX-160; 1970 Mooney Cadet, 120 TT, 90 Cont; 1968 Aero Commander 100, 700 TT, 150 Lyc.; 1965 Cessna 310J Loaded, Mitchell Auto pilot w/couplers altitude hold, transponder, DME, ADF, glide slope, Dual omni's, 6 seats, 130 gal fuel supply, wing lockers. Contact Pietsch Flying Service, 2300 - 2nd Ave. N.W., Minot, N.D. 58701 - Telephone: 838-4092

FOR SALE: 1947 Callair; 1949 Cessna 170A. Set of Skis included with each aircraft. Give me an offer. Contact Charles Wyman, Mott, N.D. Tel: 824-2542

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 OR TRADE: 1949 Piper PA-16 Clipper, 810 TT A&E, 115 HP, newly annualled, always hangared. \$2500. Will take a Cessna 172 in trade. Contact Fr. Gene Frank, Golva, N.D. 58632

FOR SALE: 1957 Cessna 172, radio full panel, recently rebuilt directional gyro, attitude indicator, turn & bank, fresh annual, hangared at Milnor. Contact Grover Riebe, Gwinner, N.D. 678-2624 or Norman Cross, Milnor, N.D. Tel; 427-5887

FOR SALE: 1966 Pawnee, 87 TT; 1965 Pawnee 1200 TT, 300 SMOH, boost tips & automatic flagman on both, also oversized tires. Contact Grand Forks Air motive, Box 1402, Grand Forks, N.D. 58201, Tel: 775-9979

WANTED: 150 Lycoming Engine. Contact L.E. (Red) Hahn, Chaffee, N.D. 58014

FOR SALE: 1965 Cessna 150, Engine 14TT SMOH, 2500 TT, new battery, fresh major. Contact Les Nesvig, 2003 St. Joseph Dr., Bismarck, N.D. Tel: 223-1650

FOR SALE: 1968 Cherokee 180D, 350 TT; 1967 Cherokee 180C, MK-3 full panel; 1965 PA-18-150 Super Cub; 1965 Beech Debonair 50 SMOH, new paint; 1948 Stinson Station Wagon, new cover; 1955 F-35 Bonanza 500 SMOH, large 3rd window, hydraulic prop; 1966 PA-24 260B Comanche, 950 TT; 1-60 gal Sorenson spray unit; 1-70 gal and 1-75 gal. Sorenson spray unit for PA-18 Super cub; 1-90 gal. Sorenson sprayer for Champion. Contact Mid-State Aviation, Inc., Bismarck, N.D. Tel: 701-223-6862

WANTED TO BUY: 1956-59 Cessna 182 or Skyline; 1964-66 Pawnee 235; 1947-48 Cessna 140. We are buying any and all types of salvaged and damaged aircraft. Mid-State Aviation, Inc., Box 1014, Bismarck, N.D. Tel: 701-223-6862