AVIATION NEWSLETTER

Vernon H. Baltzer, Editor

STATE OF NORTH DAKOTA

HAROLD G. VAVRA
DIRECTOR

AERONAUTICS COMMISSION
BOX "U" BISMARCK, N. DAK. 58501

TELEPHONE 701-224-2748

May--June, 1972

CONGRESS ATTACKS U.S. SUPREME COURT DECISION ALLOWING AIRPORT SERVICE FEES

Both the House and Senate have bills before its committees to nullify the April 19th favorable decision of the U.S. Supreme Court which held that states, cities and airport authorities in the U.S. can legally levy airport service fees or "Head Taxes" upon the passengers, boarding scheduled airlines in the nation. The U.S. Supreme Court held that such head taxes or airport service fees are not unconstitutional or otherwise prohibited by federal law as long as such fees are reasonable.

House Bill H.R.14847 and Senate Bill 3611 were introduced in Congress in mid-May and are scheduled to be heard by House and Senate Committees in the early part of June this year, so fast that the ink has hardly dried on the Supreme Court decision.

Both bills declare that it shall be illegal for any State or any political subdivisions (cities) to levy or collect a tax or fee, or other charge directly or indirectly, on the carriage of persons in air transportation.

Both bills are worded so broadly that they not only ban "Head Taxes" on departing passengers, but may be interpreted to ban airport landing fees presently collected from scheduled airlines at Bismarck, Fargo, Grand Forks, Minot, Devils Lake, Jamestown and Williston. The bills may also be interpreted to ban State flight line property taxes collected by the State of North Dakota and allocated 100% to the cities with scheduled airline operations.

The final effect of these bills may be to strip all of the airline airports and the State of North Dakota of their present landing fees and flight property taxes presently assessed on scheduled airlines in North Dakota and used for airport improvements.

The North Dakota Aeronautics Commission has filed strong objections with both the House and Senate Committees hearing the bills. The Senate Subcommittee on aviation hearing S-3611 has taken unprecedented steps by prohibiting individual States, Airport or Airport Authority from testifying during the hearings. The Subcommittee has ordered a one-day hearing and will only hear national associations, which are for or against the bill.

* * * * *

FAA CRITICIZED BY CONGRESS FOR HIGH LEVEL SURPLUS IN AIRPORT TRUST FUND

The rising level of surplus funds appropriated by Congress for airport and airways development, but presently not spent by FAA, was criticized this month by Congress.

The FAA is directed by Congress to expend $250 million for airport construction and $250 million annually for airway facilities under terms of the 1970 Airport-Airways Development Act.

Congress said that there will be a unspent surplus of aviation user tax monies of $271 million by July 1st this year and an estimated $590 million surplus in the trust fund by July 1, 1973.

The House appropriations committee noted that it had appropriated money for the installation of 101 instrument landing systems at the nations airports, since fiscal 1968, on which no action had been taken by FAA.

Public airport sponsors in North Dakota and in other states have asked Congress for an increase in federal matching funds on airport construction projects from 50% to 75% of the cost and 100% of the cost of installation of airport security and fire protection measures being required by FAA at all airports served by CAB certificated airlines. In spite of the huge money surpluses building in the aviation trust fund, the FAA in Washington has opposed any increase in federal participation in airport matching funds with cities and airport authorities in the nation.

North Dakota and other states as well as airport sponsors, have taken the position that Congress has pre-empted the airport user tax base and the FAA should assume a greater percentage of the costs for airport improvements and security measures.

FAA CRITICIZED BY CONGRESS FOR HIGH LEVEL SURPLUS IN AIRPORT TRUST FUND - continued

The Federal Aviation Trust Fund is fueled by airport user taxes of 8% on all airline passenger tickets; 5% tax on all air freight way billings; $3.00 head tax on all passengers departing the U.S. to foreign destinations other than Canada; 7¢ a gallon tax on aviation fuel used by general aviation aircraft and a federal registration and gross weight tax on all civil aircraft, including airline aircraft. These airport user taxes are fueling the aviation trust fund at the rate of $50 million dollars per month.

* * * * *

KENMARE AIRPORT DEDICATION AND FREE FLIGHT BREAKFAST - SUNDAY JUNE 25TH

E. H. Miller, President of the Kenmare Airport Authority has invited pilots to fly to Kenmare on Sunday, June 25th for a free flight breakfast from 9:00 a.m. to 11:30 a.m., followed by a dedication of the new Kenmare Municipal Airport. The dedication ceremony will take place between 11:30 and 12:00 noon. Harold G. Vavra, director of the North Dakota Aeronautics Commission will give a short dedication talk. New aircraft will be on display and demonstrated by several aircraft dealers from the Minot area.

The Kenmare Airport free flight breakfast and airport dedication on Sunday, June 25th is a part of the "Kenmare Jubilee" in observance of Kenmare's 75th Anniversary during the week of June 23, 24 and 25th.

The Kenmare Municipal Airport is located one mile SE of Kenmare with a East-West turf runway 3,050' X 150' with runway lights.

* * * * *

FLYING FARMERS FLY-IN AND ANNUAL PICNIC AT FREDDIE MUTSCHLER'S FARM - JUNE 25TH

The Freddie Mutschler's are sponsoring their annual Flying Farmer Fly-In and picnic (pot luck) at their farm on Sunday, June 25th at 12:00 noon. Mutschler's farm is located 18 miles NE of Jamestown or 1 mile NW of Clementsville, N.D.

Mutschler's have a 2,000 ft. paved North-South runway on the farm. Plenty of parking room for aircraft on turf. Airstrip marked on the aeronautical charts. Powerline ½ mile south of runway. Freddie Mutschler is the proud owner of a late model Cessna 310 recently purchased. Freddie now must get a twin-engine rating.

The Mutschler's will furnish paper cups, plates, coffee and Kool aid. Flyer's to bring own silverware and some food. The Mutschler's invite all Flying Farmers and their friends to attend.

In the event of strong crosswinds or weather problems, the Mutschler's will have a car at the Jamestown Airport to pick up any Flying Farmers landing there.

* * * * *

FAA PROPOSES SWEEPING CHANGES IN PILOT STANDARDS AND PROFICIENCY

With a deadline for comments of 21 July on Notice of Proposed Rule Making (Notice No. 72-9; Docket 11802) address FAA Rules Docket GC-24, 800 Independence Ave. S.W., Washington, D.C. 20591, FAA has proposed the following:

Proficiency flight review of every pilot by a certificated flight instructor each 24 months. Airline and certain commercial pilots who presently receive periodic proficiency checks, would not be affected by the proposed requirement.

Pilots must have 24 hours of flight time in the preceding 12 months or pass a flight check in order to carry passengers. The current requirement is five take offs and landings in the preceding 90 days.

Student pilots must obtain a flight instructor's endorsement each 90 days for solo flight. Presently a student pilot who has 40 hours flight time has unlimited solo privileges.

Flight instructors would be required to hold a commercial license with an instrument rating, also a ground instructors rating appropriate to the type of instruction he is currently giving.

Certification requirements for a private pilot's certificate would be s[illegible]ened to provide for more instruction in night flying, use of instruments in conducting simulated emergency climbs and descents, following radar and DF (direction finding) headings, solo experience at tower equipped airports, and more extended cross country flying. The 40 hour minimum flight time requirement would remain unchanged in conformance with current ICAO standards.

Flight time for a commercial pilot certificate would increase from 200 to 250 hours to meet requirements for additional instrument and cross country time and for 10 hours of training in "complex" aircraft. Applicants also would be required to have an instrument rating. Those who don't would be issued a "restricted" commercial license. ("Complex" airplanes are thosehaving flaps, retractable gear and reversible propellers.)

Requirements for an instrument rating would be changed to include training and testing in the use of various landing approach aids such as VOR, ILS and ADF. Presently, applicants for this rating may select a single approach aid for training and testing purposes.

Other items included in the proposal are annual checks for instrument-rated pilots whose recency of experience lapses, instructor flight checks before acting as pilot-in-command of a complex airplane and mandatory flight instruction in specified operations before taking a test for a multi-engine rating.

CANADIAN NEIGHBORS TO HOLD MAMMOTH AIRSHOW AT MOOSE JAW, SASKATCHEWAN, SUNDAY, JULY 16TH. (Al Pietsch, Commission Chairman, to participate. Fly-In starts the 14th.)

The Canadian Anniversary Air Show sponsored by the Provincial Government and the Canadian Department of National Defense promises to be one of the best ever. The flying show will include such greats as Mira Slovak, the wing walking team of Joe Hughes and John Kazian, glider ace Scotty McCray, former team captain of the Championship Aerobatic Team Bill Barbor, Dean Engelhardt and from Minot, Al. Pietsch in his Starduster.

Participating in displays will be NASA, Boeing, the United States Air Force, The Canadian Air Force plus others. The Canadian Armed Forces will have over 50 aircraft involved in the show, headlined by the 9 plane Snowbird Display Team. The White Tutor jet trainers will have a precision flying team in attendance also.

The Fly-in is to start Friday the 14th and accommodations for 500 light planes have been arranged for and all pilots are cordially invited to fly-in to the Canadian Forces Base, Moose Jaw Anniversary Air Show. Admission is free to this largest one-day Air Show in North America. Confirmed reservations can be obtained by writing the Moose Jaw Chamber of Commerce, Moose Jaw, Sask. Attention: Air Show Reservations. Advise the Chamber of your requirements and a reservation will be made for you with confirmation sent by return mail.

NOTE: As registered pilots in North Dakota, you will soon receive an Anniversary Air Show Pilots Invitational Kit with complete details. This will be mailed direct from Moose Jaw, so watch for it.

* * * * *

GENERAL AVIATION MANUFACTURERS ASSOCIATION TO GIVE AWAY AIRPLANE

To encourage voluntary attendance at Federal Aviation Administration accident prevention seminars and clinics, the General Aviation Manufacturers Association is sponsoring a "Safe Pilot Sweepstakes" in which 103 prizes, topped by a $30,000 airplane, will be awarded.

The entire thrust of GAMA's Safe Pilot Program, of which the sweepstakes is a part, is to support the FAA's accident prevention campaign by building enthusiasm and promoting pilot attendance in the agency's seminars and clinics throughout the country.

Any U.S. citizen 16 years or older, who attends a FAA Pilot Educational Seminar or Clinic between June 1, 1972 and May 31, 1973 becomes eligible for the sweepstakes.

First prize for pilot participants is the winner's choice of any well-equipped airplane with a retail value up to $30,000. Second prize is a $1,000 retail gift certificate redeemable at any participating Safe Pilot Program aviation dealer. One hundred third prize winners will each receive a weather-band radio.

Non-pilots who attend FAA seminars or clinics are eligible to win up to $1,500 in tuition towards a private pilot rating to be obtained through any participating Safe Pilot Program aviation dealer.

An entry card for the sweepstakes will be given to each person attending an FAA seminar or clinic. One part of the card will be filled out and returned to the FAA Accident Prevention Specialist conducting the program. That card will be forwarded to the D.L. Blair Corporation, an independent contest administration firm engaged by GAMA to handle the sweepstakes. A wallet-size portion of the entry card will be kept by the participant to show that he has entered the sweepstakes.

According to the sweepstakes rules, a person may enter more than once by attending more than one FAA seminar or clinic. One entry card is given for attendance at each meeting.

Sweepstakes winners will be selected in random drawings by the D.L. Blair Corporation. Drawings will take place following the close of the sweepstakes.

* * * * *

NO MORE SPECIAL VFR AT NIGHT UNLESS IFR RATED

Effective the 22nd of June, 1972, no special VFR in control zones at night will be authorized unless the pilot is instrument rated and the aircraft is equipped as required in Part 91.33 (d), although he, the pilot, need not file IFR according to an order issued and published in the Federal Register on May 12, 1972.

The original amendment which was published in the Federal Register the 27th of August, 1971, drew a total of 241 coments according to FAA. In the narrative supporting their action and order, FAA never did say how many commentators opposed the proposal but did say the 48 individuals who did, appeared to be responsive to an article in an aviation magazine, which assumed that the proposal meant that all Special night VFR operations would be conducted as IFR operations. This assumption is erroneous says FAA, the amendment merely requires IFR capabilities of the pilot and aircraft. The new Part 91.107 reads as follows:

91.107 Special VFR Weather Minimums. (e) No person may operate an aircraft (other than a helicopter) in a control zone under the special weather minimums of this section, between sunset and sunrise (or in Alaska, when the sun is more than 6 degrees below the horizon) unless: (1) That person meets the applicable requirements for instrument flight under Part 61 of this chapter; and
(2) The aircraft is equipped as required in 91.33 (d).

* * * * *

AIRPORT SURPLUS PROPERTY PROGRAM VERY SUCCESSFUL

Since its inception in 1963, the Surplus Property Program administered by the North Dakota Aeronautics Commission has been instrumental in securing surplus property for various airports throughout North Dakota in the amount of approximately $1,600,00 acquisition cost. Acquisition costs are those costs incurred by the Federal Government in securing the item. If a item reaches a certain point in age or exceeds 40% costs in repairing it, it can be secured for direct donation at no cost to airports.

Items secured for airports have been mostly vehicles, such as trucks, tractors, snowplows, jet fuel tankers, hoist trucks, motor graders, automobiles, motor generators, fork lifts and various other heavy construction machinery.

It is estimated that such property has a current present value of approximately 25 to 30% of its new cost, therefore, the value to the airports is over $450,000. This figure is of course a low average and does not relect the true value to the airport that receives a piece of equipment that is in good condition and that is sorely needed. The equipment lends itself to the limited use, that the majority of airports have for specialized units, and fits into their programs, in that their budgets are not large enough to purchase new equipment, does allow the repair and placing into service of this surplus.

All surplus is obtained in behalf of the airport authorities and cities owning airports in North Dakota. The property is donated directly to the receiving airport at no cost to the airport, except for the cost involved in moving the property from the Air Base or other location to the airport.

* * * * *

AIRPORT AUTHORITIES SHOULD CERTIFY MILL LEVY TO CITY AUDITORS FOR INCLUSION ON PRELIMINARY BUDGET TO BOARD OF BUDGET REVIEW NOW

1. If your Airport Authority has not already done so, and has need of a tax levy to finance a bond issue or needs revenue to operate the Airport, we suggest that:

2. A resolution be passed within the next week to the effect that the Authority has need for a levy for airport purposes. Name amount not to exceed four (4) mills.

3. Transmit a duly certified copy of the foregoing resolution to the City Auditor for inclusion in the overall preliminary City Budget, which will be submitted to the Board of Review, who meet no later than the 20th of July and is composed of:

   (a) Two members from the Governing body of the City.
   (b) Two members from the local school board.
   (c) One member from the Park Board; and
   (d) Two members representing the public at large.

4. We suggest that you talk to the City Auditor and find out what his deadline is for inclusion in the preliminary budget, which he submits to the Board of Budget Review between July 1st and the 15th. Drafts of completed resolutions can be obtained by writing or phoning the N.D. Aeronautics Commission. All that needs to be done with these drafts is to fill in the names and present the completed form to the City Auditor.

* * * * *

RULES FOR STUDENT PILOTS

The regulations listed here pertain specifically to student pilots and are an important part of safety standards. They were established for your safety and for the safety of others.

1. Your student pilot certificate must be endorsed by a flight instructor for each make and model of aircraft that you fly solo.
2. Your local flying area must be designated by your flight instructor. You may not fly solo outside that local flying area until your student pilot certificate is endorsed for solo cross- country flights by your flight instructor.
3. Before each solo cross-country flight, you must have your preflight preparation and planning reviewed by your flight instructor, who must endorse your log book. Certain exceptions to this rule are provided for in FAR 61.73.
4. You may not carry passengers; nor may you act as pilot-in-command on a flight beyond the U.S. borders; nor may you fly for compensation or hire, or in the furtherance of a business.
5. If you have not flown within any 90 day period, you must demonstrate your competency to solo an aircraft and have your logbook endorsed by your flight instructor. For exceptions to this rule see FAR 61.73.

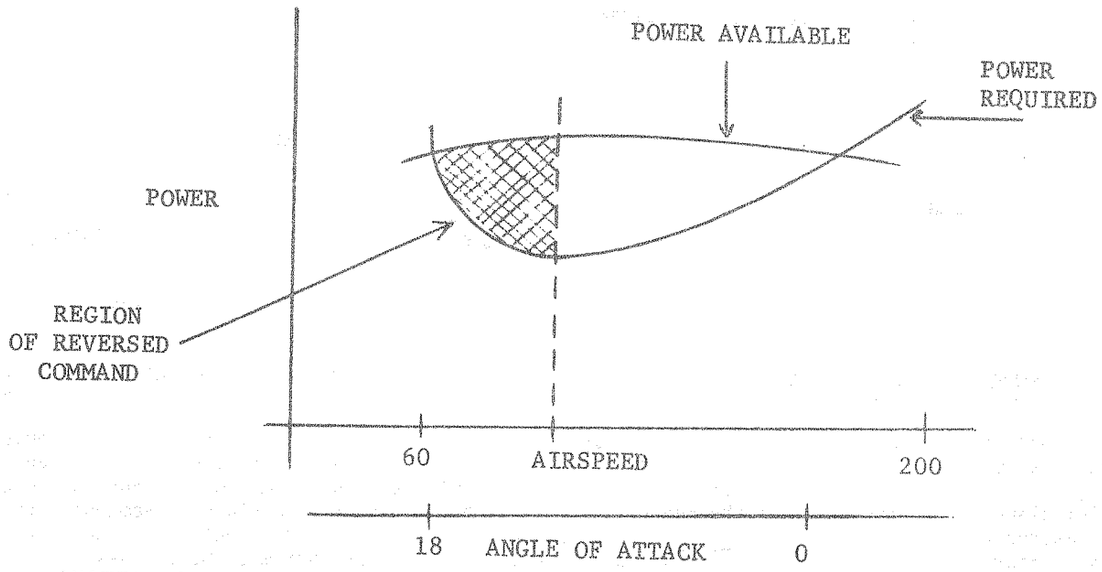
* * * * *

BEHIND THE POWER CURVE OR "REGION OF REVERSE COMMAND"

A comment often heard after an aerial applicator accident or for that matter in other accidents is "I had full power on but the plane just would not climb". Discussion of the possible contributing factors follows:

All pilots have come face to face with the situation commonly referred to as operating on the "back side of the power curve." This is also referred to as the "region of reversed command." Flight at minimum controllable airspeed is an excellent example of operation in this flight regime. Stated simply, the "region of reversed command" is one in which a reduction in airspeed brings about a need for increased power if altitude is to be maintained. There is no intent to imply that operation within this region is undesireable. However, such operation should be conducted only with full awareness of the potential probelms associated with low altitude, slow airspeed flight.

On the chart showing power available (PA) and power required (PR) curves, the "region of reversed command" or "back side of the power curve" is the shaded area at the left of the vertical line through the low point on the power required curve.



*NOTE: AIRSPEED AND ANGLE OF ATTACK VALUES SHOWN ARE MERELY EXAMPLES.

Operation in the shaded area can occur during a swath run, a pull-up at the end of a run or on turn around. It is the product of low airspeed and high power settings which result in a high angle of attack. There are two ways out of the situation - by increasing power or by increasing airspeed. If possible, the combined use of both will be the best remedy.

If, through carelessness or complacency, the pilot permits the speed to get too low while on a swath run, he will have to add power just to maintain level flight. This can lead to his starting a pull-up with little or no additional power available and little airspeed to convert to altitude. Raising the nose increases the angle of attack and drag. Without additional power available for acceleration, there will be no means of obtaining the performance necessary to clear obstacles.

The unwary pilot may set up the same problem when turning around for the next run. A pull-up at high power setting and low airspeed with a time saving, steep bank thrown in will bring about operation in the region of reversed command and , possibly, altitude loss or stall. Shallowing the bank is one corrective measure. Altitude, if available, provides a second way out when it is sacrificed to gain airspeed.

Additional factors which may lead a pilot into power curve problems include up slope swath run, down wash over tree rows and gusty wind.

Stalls are another problem closely associated with operation in the "region of reversed command." Since the angle of attack is already high, a stall can occur at pull-up, during the turn or at level off for the swath run. Tight pull-ups at the beginning or end of a run may permit maximum crop coverage in spite of obstructions at the edge of the field, but the "G" loads induced cause an increase in stall speed and the amount is predictable. Stall speed increases as the square root of the "G" load. A 1.4 "G" pull-up results in a stall speed 1.2 times the normal, unaccelerated stall speed. A constant altitude turn with 45^{0} bank also produces 1.4G.

CONCLUSION: In no other flying situation is the association of region of reversed command and stall as intolerant of mishandling as in the low altitude, maximum performance operations typical of aerial application. Many factors involved are high or near maximum such as gross weight, "G" load, power setting and angle of attack.

BEHIND THE POWER CURVE OR "REGION OF REVERSE COMMAND" - continued

Two critical items tend to be low - airspeed and altitude. Keep in mind, then, that alert, planned operation is necessary in avoiding the intersection of the PA PR curves and critical angle of attack unless there is altitude to spare for recovery from the stall that will occur.

* * * * *

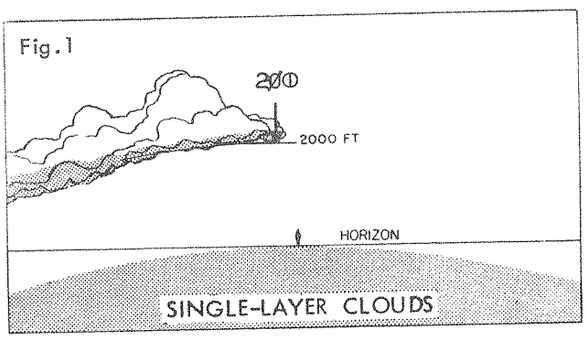
VFR PILOT EXAM-O-GRAM NO. 52

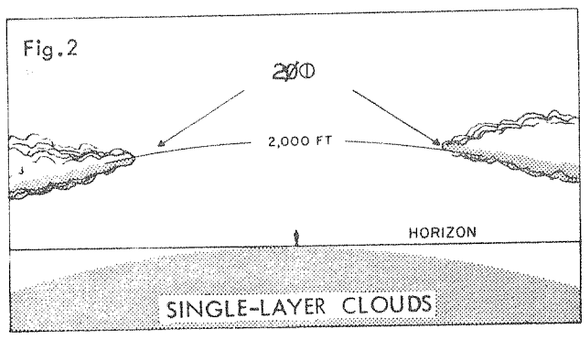
SKY COVER AND CEILING

A frequently misunderstood portion of the Aviation Weather Report is that part which contains SKY COVER and CEILING information. Do you thoroughly understand the following? TXK 30ØE50Ø100Ø...

The "E50Ø" in the report indicates that the weather observer at TXK estimated the ceiling (broken clouds) to be 5,000 feet above the surface. Although an estimated ceiling is the least reliable of all ceiling reports, it is based on specific guides and is reasonably accurate and operationally useful. If you understand the methods used in making weather observations, you are likely to make better use of available weather reports.

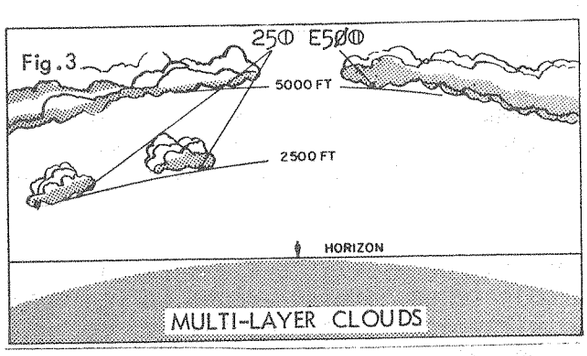
HOW IS SKY COVER DETERMINED? The observer estimates the amount of the total sky that is covered by clouds or obscuring phenomena, and reports this amount of cover in tenths. Two examples of a sky condition which the weather observer would consider as scattered (one-tenth to five-tenths coverage) are shown in figures 1 and 2.

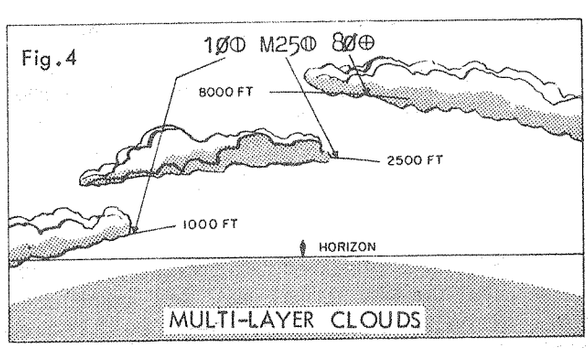




Scattered clouds tend to be of little concern to many pilots. However, the reported scattered clouds could change to either "overcast" or "clear" after the observation was made. Increasing cloud cover, headwinds, dwindling fuel supply, and deteriorating weather could cause problems for the non-instrument rated pilot planning (on the basis of the report) to descend between scattered clouds. Remember, the Aviation Weather Report contains local weather only, at observation time, and is not to be considered a forecast. Your observation in flight is far more timely than a report that must be processed through the communication system. Therefore, when clouds are increasing, you must determine when the time has come to make your descent to avoid getting stranded on top.

The summation principle is applied when two or more cloud layers are present (see figures 3 and 4).





Cloud coverage of six- to nine-tenths of the sky is classified as broken---more than nine-tenths as overcast. However, a report of broken or overcast clouds at a specified height does not necessarily mean that the cloud layer at that altitude actually covers six- to nine-tenths or more than nine-tenths of the sky. The weather observer often does not know the actual extent of the higher cloud layers because his view is restricted by lower cloud layers. Therefore, he uses the summation principle in reporting the amount of sky covered by clouds. In this method, the observer adds the amount of sky covered by the lower clouds to the amount covered by clouds at higher levels. Thus, he reports the amount of sky covered by the combination of lower and higher clouds. A word of caution here--if the weather observer cannot see half or more of the sky above the base of a given cloud layer, most likely you cannot see half or more of the surface when flying above the base of that layer!

HOW IS CLOUD HEIGHT DETERMINED? By using specific guides, the trained observer usually arrives at reasonably accurate estimates (E). Other methods of determining cloud heights above ground are from pilot reports (A), by balloon (B), and by measuring instruments (M). Pilot reports provide excellent information on actual cloud height. Balloons with a known ascension rate, released and timed until the cloud base is reached, are the basis for balloon reports. Most airport weather stations employ ceilometers (light beam) which provide continuous indications of cloud height. You should trust a report of a "measured" ceiling more than one which is "estimated," although either, in conjunction with visibility, determines whether VFR conditions exist.

This Exam-O-Gram should be studied in conjunction with VFR Exam-O-Grams 20, 44, and 46. Together, they should help you understand that surface observations are spot reports; they may not provide the total enroute weather picture at flight time. You must also rely on forecasts and trends, radar weather reports, pilot reports, and your own timely observations in flight.

FOR SALE: 1964 Comanche 400, 1850 TT, 900 on factory new engine, 15 [illegible]0, 2 MK 12's, 360/90, ADF, T-12, Three axis auto pilot, remote compass, King 6 [illegible]ME, King 75 Transponder, three light marker beacon, fresh license all AD's comp[illegible]d, no damage, $19,750.; 1968 Skyhawk, 535 TT, MK12A, VOA-4, new license, double shart in & out, $10,500.; 1966 Cessna 210 1075 TT, Nav Com 300-360 remote, 300 ADF, $16,450.; 1969 Cherokee 140-4, 1450 TT, MK12B, VOA-40, cruise package, executive group $8,450.; 1969 Cessna 150 Commuter 1600 TT, 100 SMOH, Nav Com 300-90 Remote, Fresh license $6,250.; 1964 Super 21 Mooney, 20 SMOH, MK-12, VOA-4, 3-year paint, $9,950.; 1969 Cessna 150 Commuter, 1700 TT, 200 SMOH, Nav Com 300-90 remote, $6,200.00. We are buyers for clean used aircraft. Contact Mid-State Aviation, Bismarck, N.D. 58501 701-223-6862, After hours 223-3388.

* * * *

HETTINGER TO HAVE AIR SHOW AND OTHER EVENTS JULY 4TH

Hettinger Airport boosters have scheduled an air show for the 4th of July. Appearing with his Starduster will be Alfred Pietsch of Minot. Pietsch is recognized as one of the better acrobatic pilots in the State, having appeared in many airport dedications and shows, as well as in Canada at national events. Show time will be at 1:30 MDST and there will be static displays, as well as a team of Parachute jumpers from the Black Hills Parachute Club. Among the static displays will be weather modification aircraft owned by Weather Modification Inc. from Bowman, N.D. A fireworks display is also scheduled as well as a hangar dance at the Airport that evening to conclude the festivities of the day.

J.B. Lindquist, manager of the Municipal Airport with the backing of the Hettinger Airport Authority and CAP has kept this a very aviation minded community and aeronautical activity has been kept at a high level.

* * * * *

AIRPORT PROJECTS:

Mott: This City in the southwest central part of N.D. has started construction of a WNW-ESE 3700' X 120' turf landing area. Included in the project will be a wind cone and segmented circle, also aircraft tie downs. The work will be completed within approximately 30 days, although the area will not be open for landing aircraft until grass is established.

* * * * *

BOWMAN: The Bowman Airport Authority is contemplating the paving of a 4,000' X 60' WNW-ESE runway with a connecting taxiway to a 150' X 200' ramp, as well as the airport entrance road. Since this is quite an extensive project and while it is felt that the entire area surrounding Bowman benefits from the Airport, means are being explored to create a County-wide Airport Authority. County Airport Authorities are the most efficient way to build and operate airports and Bowman is to be congratulated along with Golden Valley and Sioux County, who have already formed County-wide Airport Authorities.

* * * * *

HETTINGER: The Hettinger Airport Authority recently voted to apply for Federal and State Aid in a project to resurface 3,500' X 60' plus a connecting taxiway to a 150' X 150' ramp area. Plans also will call for an equipment building and the additional purchase or securing of a avigation easement of clear zones for the protection of approaches to the airport.

* * * * *

PARK RIVER: This progressive City in Walsh County has formed an Airport Authority who in turn have voted to proceed on an airport project. Plans are to purchase land for the airport proper, as well as to secure the necessary easements or purchase of clear zones for the approaches. If plans materialize, they call for the grading and hardsurfacing of a NW-SE 3400' X 60' runway, with connecting taxiway to a 150' X 150' ramp. Chairman Harvey Loftsgard together with the following Authority Commissioners Burnell Troftgruben; Harry Larson; David Ford and William Skjerven have decided to secure 50% federal participation as well as ask for a State Grant from the Aeronautics Commission.

* * * * *

LINTON: The Linton Municipal Airport Authority comprised of Arthur Rudy, Chairman; Jim Marek, Joe Vetter, Leo Kramer and Dallas Job, members have decided that improvements are needed at the Linton Municipal Airport and accordingly have made an application for 50% Federal Aid and for a State Grant to make the improvements. Plans call for grading and hardsurfacing of a WNW-ESE 3100' X 60' runway, a 30' X 225' taxiway and 150' X 150' ramp, also segmented circle, wind cone and aircraft tie downs. Target date for completion will be fall of 1973.

* * * * *

BEACH: The Golden Valley County Airport Authority has started the engineering for a County Airport to be built approximately 2 miles east of Beach, N.D., with completion scheduled for summer of 1973. The makeup of the five-man County Airport Authority consists of Alvin Idler, Beach, Chairman; Allen Ekre, Rural; Clayton Bartz, Beach; Roland Remollong, Rural and A.W. Uechert of Beach. Federal participation in the amounts of 50% and a State Grant have been requested by the Authority for a project to construct a asphalt surfaced runway 3400' X 60' with a 150' X 150' ramp and connecting taxiway of 300' X 30',also to pave the access road of 850' X 24'; purchase land and secure the clear zones, either by outright purchase or avigation easement. Golden Valley Airport Authority will be the first County Authority that will be constructing and operating an airport.

* * * * *

FOR SALE: 1947 Callair with big skiis, $3800 cash, Contact Charles Wyman, Mott, N.D. 58646 or telephone 824-2542

* * * *

FOR SALE: 1946 Ercoupe, 75 HP, 840 TT, VHT-3, F.G.P. metal prop, Aug. annual, service manuals, nice clean ship $2950 or best offer. Jim Marek, Linton, N.D. 58552

* * * *

FOR SALE: 1967 Cherokee 140, 1250 TT, no damage, Mark 12A, full panel, back seats, Contact Air Mart, Inc., Box 239, Minot, N.D. 58701, Tel: 838-0780

* * * *

FOR SALE: 1970 Cessna 150, 1923 TT, 200 SMOH, new upholstery and paint, 1 Nav Com. 90, $7200; 1970 Cessna 150 Commuter, 1700 TT, 200 SMOH, new paint and upholstery, 1-Nav Com 360 Ch, $8200; 1971 Cessna 150 Aerobat, 950 TT, full panel, like new, 1-360 Ch Nav Com, $9350.; 2-1972 Cessna 150 Commuters, one 400 TT, one 150 TT, Red & White, 1- Nav. Com 90 CH. $10,750. each; 1970 Lark Commander, 180 HP, 1100 TT, 1 MK12-360 CH, (3) LMB, Red & white, very clean, $9995.; 1970 Lark Commander, 180 HP, 900 TT, (2) MK 16's (1) with GLS (3) LMB, Narco ADF 31A, Narco AT6 Transponder, Narco UP14, DME, hour meter, EGT, very clean, beautiful instrument trainer, $15,500.; 1971 Cessna 177 Cardinal 733 TT, 149 MPH Cruise, beautiful machine, (1) 360 CH. Nav Com, 2-tone green & white, two months warranty left, $14,500.; 1972 Cessna 177 Cardinal, 300 TT, 3-tone green, gold and white, 2 Nav Com's, 1-360, 1-90 CH. ADF, UDT4, DME, Transponder, auto pilot, full warranty, $23,500.; 1971 Cessna 172 Skyhawk, 145 TT, Red & white, full panel, 1-360 CH Nav Com, $12,500.; 1968 Turbo Charged Mooney Ranger, 900 TT, 2-MK 12B's,

NORTH DAKOTA AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA 58501

FIRST CLASS

(1) with GLS, (3) LMB, ADF, 31A, AT 50 Transponder, $16,800; 1966 182 Skylane, 1700 TT, 600 SMOH, new paint, MK12, 360 CH, ALFA 360 CH with GLs (3) LMB, ADF, clean, $14,500.; 1964 Cessna 205, 1700 TT, 800 S Fac New Eng. 100 STOH, MK12 360 CH, 300 ADF, ALFA 200, new paint, $12,500.; 1962 Aztec, 2300 TT, 1000 SMOH, Blue and white (2) MK 12's with GLS, (3) LMB, ADF, DME, Transponder, 3 AX, auto pilot, $22,750., Piper PA-18, 125HP, O-SMOH $6,500. Contact Aero Flight Inc., Box 1808, Minot, N.D. 58701, Tel: 701-838-4259.

* * * *

FOR SALE: 1972 American Trainer TR-2, red with white trim; 1971 American Trainer, Red; 1971 Mooney Chaparral, blue & white; 1971 Mooney Chaparral; 1971 Mooney Executive, red, white, blue; 1971 Mooney Ranger, red & white; 1970 Cadet, gold & white; 1967 Alon Aircoupe white & blue; 1969 Mooney Executive, green & white; 1969 Mooney Statesman, green & white; 1960 Mooney M20A, Blue & white; 1960 Mooney M20A, metal tail kit installed; 1968 Aero Commander Darter, 4-place; 1968 Aero Commander Quail spray plane; 1972 American Traveler 4-place; 1968 Mooney Ranger, blue & white; 1972 Champion Citabria. Contact Pietsch Flying Service, Minot International Airport, Minot, N.D. 58701 or call 701-838-4092.

* * * * *

AVAILABLE SPRAY PILOT: Art G. Germaine, 5106 Glenwood St., Duluth, Minn. 55804 Telephone 218-525-4510

* * * * *

SAFETY HELMETS FOR SALE: Ellan Flying Service at Leeds, N.D. is sales representative for Cal-Mil Safety helmets and related filter systems including pesticide filtering systems and air conditioning. These are all custom fitted and outside of the spray season. Ellan would travel to a group for fitting or they may call for a date to meet, if interested. Contact Gene L. Ellan, Box 274, Leeds, N.D. 58346