

AVIATION NEWSLETTER

NORTH DAKOTA
STATE DEPOSITORY
DOCUMENT

Vernon M. Baltzer, Editor

STATE OF NORTH DAKOTA



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JULY - AUGUST, 1973

JAMESTOWN SIXTH ANNUAL AIR DAYS - FLIGHT BREAKFAST & BIG AIR SHOW ON SUNDAY, AUGUST 12TH

Bob Richardson, Commissioner of the Jamestown Airport Authority announced the Jamestown Sixth Annual Air Days, free flight breakfast and big air show on Sunday, August 12, 1973. A free pancake flight breakfast will be served to fly-ins from 8:00 to 10:00 a.m.

The airport will be closed at 1:00 p.m. for the first section of the air show between 1:00 and 2:00 p.m., which will feature the Mayville Skydivers; acrobatics by Bob Lyjak flying a taper wing Waco and Eldon McDaniel flying a Cassutt III.

The second section of the airshow will start at 3:00 p.m. to 4:30 p.m. and will include the Mayville Skydivers; acrobatics by Bob Wagner in a 750 HP Boeing Stearman; Stuart Lucke, Inkster, North Dakota flying a Chipmunk; Mrs. Bob Wagner featuring a "Wing Walk" and Don DeBaker making an auto to plane transfer.

In addition, there will be a model airplane competition all day and an air industry static display. The Jamestown Sixth Annual Air Days is jointly sponsored by the Jamestown Municipal Airport Authority; The Jamestown Chamber of Commerce and the Jamestown City Council.

AIRCRAFT USED IN WEATHER MODIFICATION PROGRAMS GROW RAPIDLY IN NORTH DAKOTA

Because of the severe drought in central and southeastern part of North Dakota this year, six additional counties awarded emergency weather modification contracts for the first time in 1973. Aircraft cloud seeding operations have been contracted for on a crash emergency basis this year in Burleigh, northern Emmons, Stutsman, Foster, Eddy and Barnes Counties. The monies to fund these projects were raised by farmers on a voluntary contribution basis.

A total of 13 aircraft have been contracted for cloud seeding in 13 North Dakota counties. Wilbur Brewer and Bill Meszaros of Bowman, doing business as Weather Modification, Inc., have contracted for seven twin engine aircraft in North Dakota and 5 twins in South Dakota for a total of 12 in North and South Dakota.

In North Dakota, the Bowman firm is providing four twin engine aircraft for the southwestern counties of Bowman, Adams, Hettinger and Slope for hail suppression. This firm also has contracted 2 turbo-charged twin Aztecs for the counties of Burleigh and northern Emmons and one turbo-charged twin commanche for Barnes County, located at Valley City.

Fred Anderson, doing business as Aviation Services, Inc., Minot, was awarded cloud seeding contracts in Ward, Mountrail and McKenzie Counties. Two turbo-charged Cessna 210's are used in Ward County; one Cessna 210 in Mountrail and one Piper Commanche A-24-400 in McKenzie County.

Ben Meier and Maurice Birkholz of Jamestown Aviation, Inc. have cloud seeding contracts in Stutsman and Eddy Counties. Utilized for this purpose is a Cessna 310 and a Beech twin engine Baron. L.S. Reimers and Wilbur Brewer as consultant, have a contract for cloud seeding in parts of Foster County with a twin-engine Piper Commanche based at Carrington.

SIX INFORMATIONAL WEATHER MODIFICATION MEETINGS HELD

In May, June and July, six informational Weather Modification meetings were held in the counties of Burleigh, Emmons, Kidder, Stutsman, Barnes and Dickey upon requests of farmers. The last information meeting was held at Oakes on July 30th, which involved five southeastern counties of Dickey, LaMoure, Ransom, Sargent and Richland. An informational team has been organized to conduct these meetings, including three persons from the NDSU, who participated in a three-year study of cloud seeding and the economic effect of increased rainfall to the farmer, a representative from the North Dakota Aeronautics Commission, who reviews the 1973 Law enacted by the State Legislature, which permits the creation of a county-wide weather modification authority by petition. The petition authorizes a two mill tax on all property in the county to pay for the program. At these meetings, sample "Petitions" are available, if the farmers decide to petition for a county-wide weather modification authority,

WEATHER MODIFICATION MEETINGS HELD - continued

in accordance with the 1973 law passed by the N.D. legislature.

About 1,000 farmers, ranchers, businessmen and state legislators have attended cloud seeding informational meetings in the past 60 days.

Presently, in North Dakota, there are 7 county-wide weather modification authorities, which were created by petition in the years 1969 and 1970. These are located in the southwestern and northwest part of the State.

Petitions to create a county-wide weather modification authority are being circulated in Kidder, Stutsman, Barnes, Dickey, LaMoure and Eddy Counties. Other counties considering petitions are Ransom and Sargent.

Farmers in any county may arrange for an information meeting on Weather Modification by asking the County Agent to make arrangements. In the past week, interest has been indicated in Wells County and some interest in Ramsey County for such a meeting.

South Dakota in 1973 inaugurated a state weather modification program in 44 counties with 17 twin engine aircraft under contract, including contracted radar units for groups of 5 to 6 counties. South Dakota's program is financed by 75% state-aid appropriated by the State Legislature with the individual counties paying 25% of the costs.

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NORTH DAKOTA FLYING FARMERS CONVENTION AT GRAND FORKS SEPTEMBER 28, 29 and 30TH

Duane Rau, Medina, President of the North Dakota Flying Farmers Association announced that the State Flying Farmers will hold its annual convention at the new Ramada Inn at Grand Forks, N.D. Sept. 28, 29 & 30th. Feature event is the annual banquet on Saturday night, when Tom Clifford, President of the University of N.D. will be the banquet speaker and a State Flying Farmer Queen will be crowned for 1973-1974. John Odegard, Grand Forks, Chairman of the UND Department of Aviation and a Commissioner of the N.D. Aeronautics Commission will speak at the men's luncheon on Saturday noon, according to Harold G. Vavra, Secretary of the N.D. Flying Farmers.

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MINOT AVIATION DAYS - SEPTEMBER 28 and 29TH AT MINOT INTERNATIONAL AIRPORT

Minot Aviation Days at Minot International Airport set for September 28 and 29th (Friday and Saturday) is sponsored by Chapter 265 Minot EAA, Experimental Aircraft Association and will be in conjunction with NASA Committee's "Space - The Final Frontier" program. A rain check date is set for September 30th for Airport Flight Activities.

Minot Aviation days at Minot International Airport includes a hangar dance, flight breakfast, General Aviation flying contests, open to all, Minot Air Force Base Fly-by's, professional aerobatics and trophy awards for the winners of the flying contests as follows:

September 28th - 8:00 p.m. to 1:00 a.m. - -	Dance at Aero Flight Hangar
September 29th - 7:00 a.m. to 11:00 a.m. - -	Fly-In Breakfast - Minot Aircraft Sales
8:00 a.m. to 11:00 a.m. - -	Register for general aviation flying competition at Pietsch Flying Service
9:00 a.m. to 12:00 noon - -	Flying contests including landing contests, bomb-drop, cross country closed course race
12:30 p.m. to 3:00 p.m. - -	Minot Air Base Fly-Bys and Demonstrations
3:00 p.m. to 4:00 p.m. - -	Professional Aerobatics - Pietsch Flying Service
4:00 p.m. to 4:30 p.m. - -	Award of trophies to flying contest winners

Minot International Airport will be closed about 12:30 p.m. Saturday for Air Force Fly-Bys and professional aerobatics, but will be open off and on during the afternoon during scheduled airline arrivals and departures.

REGISTRATION FORM FOR ENTRY IN GENERAL AVIATION FLYING CONTESTS AT MINOT INTERNATIONAL AIRPORT - AVIATION DAYS ON SATURDAY, SEPTEMBER 29, 1973 (FROM 9:00 a.m. to 12:00 NOON)

Pilot's Name _____	Contest which I am interested in taking part:
Address _____	1. Short Take Off Contest - - ☐
Aircraft "N" Number and Type _____	2. Landing Contest - - - - ☐ Check
Pilot FAA Ratings _____	3. Bombing Contest - - - - ☐ Off
	4. Cross Country Race - - - ☐

Above form may be filled out and mailed to Harold G. Vavra, Director of the State Aeronautics Commission, Box "U", Bismarck, North Dakota 58501 for advanced registration for general aviation contests or may be brought with you and presented at the contest registration desk at Pietsch Flying Service hangar at Minot Airport.

SAFETY_INFORMATION - TRAINING ACCIDENTS IN TWINS INVOLVING STALL, SPINS

Last year in August, A Turbo Commander 690 crashed at Wellsburg, West Virginia, killing 3 people, a 5,500 hour instructor pilot, a 2,750 hour trainee and one passenger.

The instructor pilot had advised Air Traffic Control shortly after his 11:01 a.m. takeoff from Greater Pittsburgh International Airport that he would be doing "air work" southwest of Pittsburgh at 12,500 feet. About nine minutes later his aircraft's radar target disappeared from the ATC radarscope. The consensus of 16 witnesses was that the aircraft went through a series of spins and apparent recoveries before a final stall and near-vertical dive to the ground.

The National Transportation Safety Board determined that the probable cause was "the loss of aircraft control in a stall maneuver, for reasons unknown, from which recovery was not accomplished."

Board investigators found no preimpact failure or malfunction of the aircraft, and no evidence of inflight fire or structural break-up. Study of the company's training guide for a first transition flight suggested that at the time of the accident, the aircraft was being flown in an approach to an aerodynamic stall, possibly with one engine inoperative.

The Board noted that the company's training guide prescribed only the approach to a stall rather than a full stall. The instructor pilot, however, might have patterned his instruction after the full-stall maneuver he had been required to perform during his own checkout as a flight instructor in the 690, the Board said.

Although 690 spin characteristics were not established in FAA certification of the aircraft, the Board held it "can reasonably be assumed" that a full stall, whether intentional or unintentional, would require immediate and correct recovery techniques to regain control of the aircraft. And in the prolonged spin described by eyewitnesses, the Board said, "it is problematical as to whether effective control of the aircraft could be regained."

Because certification rules do not require spin testing of multi-engine aircraft, the Board observed that full stalls with the 690 "may not have been fully explored by experienced test pilots." Thus the operational pilot attempting a full stall in the 690 or other light twins would not have adequate information on handling characteristics when the aircraft is fully stalled, the Board said.

Investigators' findings of cruise and flight-idle power settings at impact for the left and right engines, respectively, were interpreted by the Board as evidence of either a single-engine-inoperative training maneuver or the use of unequal thrust by the crew in the unsuccessful attempt to regain control of the aircraft.

The Safety Board recommended that FAA (1) reissue its Advisory Circular 61-40 to re-emphasize to all pilots and flight instructors the requirement for only approaches to stalls, not full stalls; (2) require airplane flight manual information and a suitable aircraft placard prohibiting intentional full stalls in all twin-engine aircraft which have not been spin-tested; and (3) describe in each aircraft manual the aircraft characteristics in an approach to stall "to assure that pilots will be able to preceive the end point of this maneuver."

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NEW AIRPORT BUSINESS AT THE VALLEY CITY MUNICIPAL AIRPORT

Flip Avionics owned and operated by Phillip (Flip) Miller is one of three North Dakota aircraft avionics repair stations certified by the Federal Aviation Administration. The business is located in a new building on the Valley City Municipal Airport which was built by the Valley City Airport Authority and leased to Phillip Miller. Miller completed the interior of the building by adding pilots waiting room, office and maintenance areas, all with plush wall to wall carpeting.

Flip Avionics is equipped to repair all types of navigation, communication and pulse aircraft electronic equipment. The radio repair station is the only one in North Dakota rated to repair pulse equipment involving radar, identification and surveillance of aircraft. Miller's business extends to the sales and service for two major lines of navigation and communications equipment, NARCO Avionics and General Aviation Electronics (GENAVE). Flip Miller explained in an interview that very few aircraft avionics repair stations are fully equipped for repair of complex aircraft radio, radar and pulse equipment because of the high cost of shop test equipment and trained persons. Miller devotes full time to this new enterprise.

Miller said that his trade comes from aircraft owners in North and South Dakota,, Montana, Minnesota and Canada. In regard to the array of new test equipment for checking out radar and pulse equipment, Miller said we believe we have the best equipped aircraft radio repair station in the Northwest. Miller previously owned General Air Service which he sold to Larry and Dan Lindemann. Miller plans to attend a ten-day factory refresher course this month on pulse techniques and airborne radar systems at the NARCO factory at Fort Washington, Pennsylvania.

A total of \$250. of travel and living expenses involved in attending the course is being paid by the State Aeronautics Commission. Miller won the State Aviation Mechanic Award and was unable to take the course last year because of illness in the family. The annual FAA - State Aviation Mechanic Award includes expense funds up to \$250. to attend an educational course.

NEW AIRPORT BUSINESS AT THE VALLEY CITY MUNICIPAL AIRPORT - continued

Leslie Elliott moved into a new aircraft storage building at Valley City's Municipal Airport on May 1st. The building was constructed by Enterprise Sales and is located on land leased by Elliott from the Airport Authority. Elliott intends to build an office and classroom for his flight instruction program. Elliott has an instructor's rating and 30 years of flying experience. He operates Elliott Flying Service including flight instruction and a aerial crop spraying service from the Valley City Airport.

Dan and Larry Lindemann provide aircraft repair services at the Valley City Municipal Airport under the name of General Air Service. Their business includes rebuilding, annual inspections and overhaul of aircraft and engines, as well as providing 80 & 100 Octane fuel service for aircraft. General Air Service also provides renting and leasing of aircraft and flight instruction. Aerial spraying is offered by Jack and Dan Lindemann, doing business as Aerial Spray Service from both Valley City and Enderlin, N.D.

Barnes County Weather Modification Association awarded a contract in early July to Weather Modification, Inc. of Bowman. A twin commande has been based at the Valley City Airport since early July and flew about 50 hours during the month of July in weather flights. This contract recently was extended to September 1st.

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HETTINGER FBO BUYS DICKINSON AIR SERVICE

J.B. Lindquist, the Fixed Base Operator at Hettinger, N.D. announced recently that he has purchased Dickinson Air Service of Dickinson, N.D. from Richard Prchal the former owner. Change of ownership became effective 1 July 1973. The business will continue to operate and be known as the Dickinson Air Service with Ronald D. Ehlers, who was chief pilot, to continue in that position as well as assuming the managership. Ron Ehlers is a designated FAA Pilot Examiner who holds a commercial SMEL certificate with instrument and both flight instructor and instrument instructor ratings. He has been with Dickinson Air Service the past 7 years and he and his wife Susan, have 2 children. Lindquist said that the firm will continue to offer all aviation services and are fully qualified and certificated for air taxi and student instruction, both private and commercial, as well as instruments, flight instructor and multi-engine. His present plans are to remain in Hettinger and to continue that operation, with Ehlers managing Dickinson.

Lindquist who is a native of Hettinger started flying in 1956 and after returning from the Army in 1965, stated as a aerial applicator then branching out to a Fixed Base Operation. In the meantime, he has managed to acquire a Degree in Education from Dickinson State College, with majors in Biology and Geography and a wife by the name of Carol, whom you will remember as the girl behind the North Dakota Aviation Association's annual registration desk. At 32 years of age, he is one of the younger Fixed Base Operators and presently is Treasurer of the N.D. Aviation Association.

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RICHARD PRCHAL FBO OF DICKINSON RETIRES

Dick Prchal, the former owner of Dickinson Air Service has retired as an active Fixed Base Operator, but will keep active as a aviation mechanic and authorized inspector, and part time flight instructor. Dick said that he has a few thousand odd jobs that he has been putting off for years that need doing, as well as a little relaxing if possible. He has already painted his house not only one coat but two, he said. Other than that, he has no definite plans. Prchal has operated Dickinson Air Service as owner the past 12 years, having purchased it from the Todd Oleson Estate. Prior to that, he had worked for Ellis Thompson in the same location from 1951 to 1960 as a mechanic.

From 1948 to 1951, he was also employed as a mechanic by the Old Sax Aviation Co. of Dickinson. Dick stated his aviation career as a Navy Mechanic in 1943 and after 3½ years as such and upon his discharge from the service, enrolled as a A&P and flight student at Galesburg, Illinois.

He and his wife Minnie, for the present plan to remain in Dickinson where their 2 children are presently enrolled in the Dickinson High School system. John the oldest is a senior and has his private pilot certificate, while daughter Jan is a Junior.

Dick Prchal has served the aviation community as a excellent mechanic for well over two decades and it is with a tinge of regret that we are losing one of our finest mechanics and fixed base operators. This of course is tempered by the fact that hopefully it is of only a partial nature and we can still benefit from his vast experience.

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EMERGENCY GEAR EXTENSION ON MOONEYS

Three Mooneys experienced electrical system failures and the pilots then had to extend the landing gear by manually emergency gear extension system. However, during the subsequent landing, the landing gear collapsed.

Investigation revealed that the manual system had not been cranked down far enough to fully extend and lock the gear in the down system. So for a fix in case you may happen to use the manual system, crank the blame thing until the handle stops or reaches the end of its travel.

WINS SKYHAWK AIRPLANE IN SWEEPSTAKES

Clifford Moses, Minot, North Dakota, has been named grand prize winner in Cessna Aircraft Company's national Super Sweepstakes.

The grand prize, a fully-equipped four-place Cessna Skyhawk aircraft, highlighted a list of more than 260 prizes awarded nationwide in the Sweepstakes.

Moses registered for the Sweepstakes at the University of North Dakota, Cessna Pilot Center at Grand Forks, N.D. He is married and has one daughter.

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MUSIC PROFESSOR PILOT WINS GAMA SWEEPSTAKES

Ward Woodbury, who is a Music Professor, also a pilot of Winter Park, Florida has won the General Aviation Manufacturers Association (GAMA) Safe Pilot year long Sweepstakes. He won the choice of a GAMA manufactured airplane, retailing up to \$30,000. Second prize of a \$1,000 retail gift certificate for pilot or aircraft related services was won by Frank H. Mayo of Falmouth, Mass. The third prize of \$1,500 tuition toward a private rating went to H. Roger Glenn, Victorville, Calif. One hundred 3rd prize winners won aviation weather band radios. A North Dakota winner of a radio was Jim Templin, Emerado, N.D. GAMA said that over 200,000 pilots attended the FAA 1600 safety education seminars.

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AVIATION ORGANIZATIONS BOTH GENERAL AND AIRLINE OPPOSE USER CHARGES

In a statement presented jointly by 17 aviation organizations and delivered recently by Stuart Tipton, Chairman of the Air Transport Association to the Senate Appropriations Committee, that user charges were opposed. The statement urged the Senate to join in the House ban on user charges. The House had stipulated that the new fees not be implemented until a Study Group had submitted their recommendations to Congress which is not expected until the latter part of this year. Congress was then to review and approve any fees.

The Senate is expected to pass their version of the FAA (DOT) appropriation bill during the first week in August. The bill then goes to a conference committee to resolve differences. Among some of the Senate action was their concurrence with the House in areas of policy, such as prohibition of administrative user charges.

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GENERAL AVIATION DISTRICT OFFICE TO HOLD SEMINARS FOR FLIGHT INSTRUCTORS & PILOT EXAMINERS TO EXPLAIN NEW CHANGES

Robert Broadbent, Chief of the Flight Section of GADO#4 of Fargo, stated that four aviation seminars would be held throughout the State during October and the first week in November to explain and discuss the new FAR's as they pertain to Part 61.

These regulations deal with new areas of responsibilities as they affect Flight Instructors and Pilot Examiners and go into effect November 1, 1973. He urges all Instructors and Examiners to attend and said that individual mailings would be sent out telling of the specific meeting places, sometime before they would take place.

Meetings would all be held on Saturdays, starting at 10:00 a.m. lasting to 3:30 p.m. Places are as follows: October 6th at Bismarck; October 13th at Grand Forks; October 20th at Minot and November 3rd at Fargo, N.D.

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CURRENT NORTH DAKOTA PILOT EXAMINERS AND RATINGS

Larry K. Anderson - 66 Country Club Acres, Minot, N.D.	- Instruments
Elton Lee Barnum - 703 Park Drive, Grand Forks	- Instruments
Vincent L. Cartwright - 808 - 21st St. N.W., Minot	- Airplanes
Earl C. Dahl - 2914 - 10th St. N.W., Minot	- Airplanes
Ronald D. Ehlers - 338 - 1st Ave. E., Dickinson	- Airplanes
Lyle W. Hilden, 614 North 7th St., Bismarck	- Airplanes
Beth L. Lucy - 120 - 4th Ave. SW., Jamestown	- Airplanes
Everett J. Luther - Box 326, Mohall	- Airplanes
James A. Peterson - 105 - 19th Ave. N., Fargo	- Instruments
Alfred C. Pietsch, 2300 - 2nd Ave. N.W., Minot	- Airplanes
James E. Smith - 1109 - 10th St. N., Fargo	- Airplanes & Instruments
Robert D. Wood - 1103 - 25th Ave. South, Grand Forks	- Airplanes & Multi Engine
	Cessna 3108 PA 23 Series

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NEW MAILING ADDRESS FOR GADO #4

Effective July 1, 1973 the mailing address for the General Aviation District Office, Fargo, will be changed from P.O. Box 2128 to P.O. Box 5496, State University Station, Fargo, N.D. 58102.

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NOTICE TO ALL PILOTS

This is a reminder to all pilots who have not renewed their airman certificate. All certificates are due now and will be valid for two years ending June 30, 1975. So fill in your application now along with \$3.00 for private, commercial or mechanic and \$1.50 for students. Your renewal will keep you on the N.D. Aviation Newsletter mailing list.

STATE AERONAUTICS COMMISSION ALLOCATES OVER \$82,000 FOR AIRPORT IMPROVEMENTS

At its last meeting, the North Dakota Aeronautics Commission allocated over \$82,000. in state airport funds to fifteen airport authorities for airport improvements, according to Harold G. Vavra, director. Airports receiving state-aid fund allocations and the amounts include:

- (1) \$ 5,000. to Bottineau Airport for assistance in paying for paving runways.
- (2) \$10,000. to Bowman Airport for assistance in paving runway, taxiway and apron.
- (3) \$ 3,104. to Breckenridge-Wahpeton Airport for grading & paving taxiway.
- (4) \$ 1,500. to Elgin airport for runway lights.
- (5) \$ 500. to Grafton Airport for airport beacon.
- (6) \$10,000. to Larimore Airport for paving runway, taxiway & install runway lights.
- (7) \$10,000. to Linton Airport for grading and paving runway and apron.
- (8) \$ 4,125. to Lisbon Airport for runway pavement overlay.
- (9) \$ 1,732. to Milnor Airport for runway lights.
- (10) \$10,000. to Mohall Airport for paving runway, taxiway and apron.
- (11) \$ 8,800. to Mott Airport for grading of runway, engineering and runway lights.
- (12) \$ 4,092. to Rugby Airport for paving runway extension and paving apron.
- (13) \$ 1,800. to Stanley Airport for runway lights and beacon.
- (14) \$ 1,500. to Wishek Airport for runway lights.
- (15) \$10,000. to Lake Williams Airport Authority for paving runway, taxiway and apron.

An airport receiving an allocation of state airport funds must construct the improvement before actual payment is made of state funds. State-aid airport funds cannot exceed 50% of the actual costs of the improvement. Bowman, Linton and Mohall airport projects are also Federal-aid projects and will come under the new 75% Federal-aid law recently passed by Congress. Some of these projects have been completed and others will be constructed in 1974. State-aid airport funds are specifically earmarked for this purpose and are generated by a state 2% excise tax on the sales price of aviation gas and jet motor fuel.

WILBUR BREWER OF BOWMAN APPOINTED TO ASC

Wilbur E. Brewer will known Aerial Weather Modifier of Bowman, N.D. has been appointed to the North Dakota Agricultural Stabilization and Conservation Committee by Agricultural Secretary Earl Butz. Brewer who holds a business degree from South Dakota State University is presently working a 3,000 acre farm in the Bowman area and has been farming the past 20 years. Wilbur who along with William Fisher of Bowman were some of the pioneers in Weather Modification as far back as 15 years ago, when they proceeded to cut hail losses in the Bowman County area by Weather Modification for hail suppression.

UND ASSOCIATE PROFESSOR & CHAIRMAN OF DEPARTMENT OF AVIATION NAMED TO AERONAUTICS COMMISSION

John D. Odegard, a UND Associate Professor, who is also the Chairman of the University of N.D. Aviation Department, was appointed as a member to the N.D. Aeronautics Commission by Governor Arthur A. Link. Odegard's appointment is for 1 year and he replaces Raymond W. Heinemeyer, manager of the Bismarck Municipal Airport. Heinemeyer holds the distinction of having held the longest tenure of office on the N.D. Aeronautics Commission, being appointed by the former Governor Norman Brunsdale in 1952 to the position.

Odegard who has been on the faculty of the University since 1967, has led the Department of Aviation to a position recognized as one of the foremost among leading colleges and Universities throughout the U.S. He was the recent recipient of "William A. Wheelley Award" given annually by United Airlines and presented through the University's Aviation Association to an individual for outstanding contribution to Aerospace Education. The U.A. membership consists of faculty and administrators of 160 different Colleges and Universities.

A native of Minot, Odegard began his flying career in 1959 and currently holds a Commercial SMEL and Sea, Glider & DC3 rating with Flight Instructor airplanes and Instruments & Glider instructor. He and his wife Diane have 2 children, John age 5 and Stephanie age 4. reside at 1002 Reeves Drive, Grand Forks, N.D.

LONG TIME AVIATION FIGURE OF BISMARCK, N.D. RETIRES

Jack Watts, one of the original five incorporators of Capital Aviation Corporation of Bismarck, N.D. has retired as an active member of the Corporation. Jack who began flying in the thirties had Vince Kavaceno, the original Bismarck Municipal Airport manager as his first instructor. He worked for a time as a flight instructor for the late Lester Jolly during the early part of WW II at Grand Forks, N.D. in Jolly's Civilian Pilot Training Program (CPT) and then entered the Army Air Corps.

Shortly after being discharged from the service in 1945, he and his brother Bob, along with Walter Beeler, Tom Bowen and W. P. Pilker, pooled their assets and began Capital Aviation Corporation in May 1946. The firm has been active and in business since that date. Jack is well known throughout the upper midwest as a outstanding pilot. He and his wife Margaret, who was formerly the Director of Bureau of Vital Statistics and who also retired at the same time as Jack, have purchased a 18-acre home near Columbia Falls, Montana.

NORTH DAKOTA STATE UNIVERSITY TO OFFER CURRICULUM OPTION IN APPLICATION OF AG
CHEMICALS

Effective September 1973, the College of Agriculture of the North Dakota State University of Fargo, N.D. is offering an option in the application of Agricultural Chemicals (for professional farm custom aerial and ground chemical applicators). The aerial and ground chemical applicators' option may be pursued to the Associate of Bachelor degree in an Agricultural Engineering, Agronomy, Entomology, Horticulture, Plant Pathology or Soils curriculum. The course will have a total of 183 credits for the entire four years of study. In a letter to the N.D. Aeronautics Commission Assistant Dean Peder a Nystuen of the College of Agriculture stated that:

***You will recall on January 19, 1973 at the annual convention of the North Dakota Aviation Association, Bismarck, that I presented a proposal for a curriculum option in the application of agricultural chemicals. This option is intended for young prospective professional farm custom aerial and ground applicators as well as for sales representatives of business firms handling agricultural chemicals.

The curriculum option has now been duly approved and the offering is available effective September 1973.

The option is designed for students needing as well as not needing pilot training. Recommended electives for those needing pilot training would include Mechanical Engineering 320, Introduction to Aviation, 4 credits and 321, Introduction to Flight, 2 credits, plus meeting pilot licensing requirements.

We are interested in establishing contact with prospective students for this curriculum option. Your assistance in referring interested prospects to us will be greatly appreciated.***"

NATIONAL WEATHER SERVICE AND FAA TO OFFER EXTENDED (TWEBs) AND NEW AIRMETs & SIGMETs

The FAA and National Weather Service will begin a nationwide test of new Transcribed Weather Broadcasts (TWEBs) and In-Flight Advisories (AIRMETs and SIGMETs) on July 20, 1973. This is the first of several aviation forecast test innovations which will be initiated this year. The test will be carried out in the contiguous United States for a year. After that time, the results will be evaluated and discussed with all interested parties before final implementation.

DETAILS:

Transcribed Weather Broadcasts (TWEBs & PATWAS)

The major changes in this program are: (1) New numbered TWEB routes for the entire contiguous United States, which will be available on Service A teletype request/reply (R/R) for the use of pilots and pilot weather briefers of the National Weather Service and the FAA's Flight Service Stations, as well as providing the route portion of the TWEB broadcasts and PATWAS recordings; and (2) A series of cross-country routes (made up from the individual TWEB routes) which will also be available to pilots and briefers on R/R. The number of TWEB and PATWAS locations has expanded in the past several years and more expansion of these aviation services is anticipated.

In-Flight Advisory (AIRMET/SIGMET) Changes: The new AIRMETs and/or SIGMETs will have a flight precaution (FLT PRCTN) statement in the first sentence (which includes location, type and timing of weather hazards). These will help the pilots as well as providing a flight precaution statement for the TWEB broadcasts. Example of a SIGMET with FLT PRCTN (underlined):

BOS WS 022210

202210-210200Z

SIGMET ALPHA 1. FLT PRCTN. SVR ICG NH WRN MA BLO 160 22-02Z.

OVRNG CONDS RESULTING IN SVR ICGICIP SFC-160. CONDS CONTG BYD 02Z.

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BISMARCK NATIONAL WEATHER SERVICE HAS NEW CHIEF AND EXPANDED WEATHER SERVICES

Ellis B. Burton has taken over as Chief Meteorologist in Charge of the Bismarck National Weather Service with new and enlarged offices located southwest of the Bismarck Terminal building. The Bismarck Weather Bureau office has been expanded by the addition of 6 additional personnel to staff the newly organized Weather Forecast Office for N.D. Herman Stommel is Assistant to the Meteorologist in charge.

The Bismarck Weather Center will originate or be responsible for all official weather forecasts and warnings for the entire state, as well as for the Bismarck-Mandan vicinity.

Aviation weather services, including weather forecasts and briefing will be provided. A new long-range radar has been commissioned at the Bismarck Weather Bureau and provides the means for realization of a new dimension in N.D. Weather Service. The area that can be covered includes most of N.D. and parts of several adjoining states.

The Bismarck National Weather Service office will be particularly concerned with severe weather, such as tornadoes, heavy rain, hail and snow, blizzards and conditions conducive to river flooding. Bismarck is now the River District Office for the Missouri and James River and their tributaries and will also provide flood warnings and river forecasts. The new Bismarck Weather Center will be officially dedicated on August 11, 1973 at 10:00 a.m. with a dedication ceremony.

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FOR SALE: 1967 Cessna 172 - 60 hrs since major overhaul, 1560 TT, Basic instrument radios, 3 new tires, never damaged and always hangared at Bismarck Municipal. Contact H. Michelson, 511 W. Turnpike Ave, Bismarck, N.D. 58501, Tel: 255-2770.

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FOR SALE: 1970 Turbo Super Skymaster, 500TT, Robertson STOL, completely loaded, will sell for price of avionics & accessories; 1967 Musketeer Sport, 3410 TT, 1510 SMOH, full IFR, tinted glass, 4-place, dual MK12A, Nav/Com, G/S, MB, ADF; 1967 Musketeer Sport, 2300 TT, 1170 SMOH, full IFR 4-place, MK12 Nav/Com; 1972 150 Computer, 600 TT, full panel, ELT, Cessna Nav/Com, below book price; 1972 150 Computer Cessna, 860 TT, full panel, ELT, Nav/Com, below book price; 1973 150 Computer Cessna, 210 TT, full panel, ELT, Nav/Com, wholesale; 1973 150 Computer Cessna, 190 TT, full panel, ELT, Nav/Com, child seat, wholesale. Contact Flight Development, Inc., Hector Airport, 105 - 19th Ave. N., Fargo, N.D. 58102, Tel: 701-237-0123

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FOR SALE: 1959 Pawnee 150, 1500 TT, Topped at 900, Curved wing tips, fresh annual. Contact Orrin Streich, Englevalle, N.D. 58028, Tel: 683-5635

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FOR SALE: 1954 Cessna 170B, 2200 TT, 800 SMOH, RB Lear-UHF-VHF, Genave Alfa 200B, full panel, no damage, just like new. Call - day 701-786-3451, night 786-3545 J & K Flying, Box 495, Mayville, N.D. 58257

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AERIAL WHOOP DE DOOS - PLANNING A FLY IN OR AIR SHOW? Aerial artistry by Lucke with modified 260 Chipmunk and dual smoke. Contact Stewart Lucke, Inkster, N.D. 58244 Tel: 701-865-4142 or 865-4201

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NORTH DAKOTA AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA 58501

FIRST CLASS

FOR SALE: 1972 Pressurized Cessna 340, 525 TT since Brand new, 25 STOH and fresh Aug. 73 license, full de-ice boots, three blade hot props, alchole windshield, full IFR; 1969 R-STOL Turbo Twin Comanche, 895 TT since new/A radio equipped, double sharp; 1968 Mooney Statesman, one owner from new with only 770 TT, MK 12A with VOA 4 omni, Genave 200, P.C.; 1973 Navajo Chieftain, ferry time only, full King package with Radome nose, full de-ice; 1964 Twin Comanche, 1220 TT since new, Dual King 170's-360 channel, 201C & 211 omnies with G/S, Bendix T-120 Digetal ADF, three light, UDI-4, Beta 5000 Transp. Altamatic II; Aero Commander 112, ferry time only, super sport paint with sport interior, full panel, dual controls, brakes, quick drain, heated pitot, King 170A-360 channel w/ 201 omni; 5 Cherokee 140's to choose from; 3 Arrow 200's in stock for immediate delivery; 2 - 1961 Skyhawks. By October 15, 1973 will have 1969 Turbo 210 Cessna, 1100 TT 1965 1400 Comanche 550 SMOH; 1966 Turbo 210 Cessna 700TT; 1966 Turbo 210 Cessna 100 on REMAN and many, many others. Contact Commander Aviation Corp, Box 1014, Bismarck, N.D. 58501, Tel: 701-223-6862 or 223-3388 after hours.

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FOR SALE: 1973 American Trainer; 1973 American Traveler; 1960 Mooney M-20B, 180 HP; 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; 1969 Mooney Executive; 1969 Mooney Statesman, green & white; 1968 Aero Commander Darter 4-place; 1968 Aero Commander Quail spray plane; 1972 American Traveler 4-place; 1968 Mooney Ranger; 1972 Champion Citabria; 1972 American Traveler, new 150 Lycoming; 1967 Mooney Executive. Contact Pietsch Flying Service, Minot International Airport, Minot, N.D. 58701 at telephone 701-838-4092.