AVIATION NEWSLETTER

Vernon H. Baltzer, Editor

STATE OF NORTH DAKOTA

NORTH DAKOTA STATE DEPOSITORY DOCUMENT

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January - February, 1974

1974 AERIAL APPLICATOR'S RE-CERTIFICATION SEMINAR AT JAMESTOWN, ND. FEBRUARY 15, 1974

The 1974 biennial re-certification of 315 aerial applicators, chief pilots and others will take place at Jamestown, N.D. at the Ramada Inn on February 15, 1974. The "Ag" re-certification seminar is sponsored by the North Dakota Aeronautics Commission.

The one-day re-certification seminar will be held from 9:00 a.m. to 5:00 p.m. at the Ramada Inn, which is located near the intersection of Interstate 94 and U.S. Highway 281 at Jamestown, N.D.

Only one re-certification seminar is planned for 1974. All "Ag" operators, chief pilots, partners in an "Ag" business, private pilots who aerial spray their own land and others who were previously certificated under State rules in 1972 and 1973 and took the examination then, can be re-certificated for two years (1974 and 1975) by attending the Jamestown Seminar, without taking a written examination.

The only "Ag" operators, chief pilots or others, who will be given a written examination at Jamestown, are those who are being certificated in North Dakota for the first time.

There are only ten chief pilots and "ag" operators, who attended the 1973 "Off-Year" Ag seminar, who took written examinations, who have valid "Certifications" good until January 1, 1975. It is optional for those ten, whether they desire to attend the Jamestown "Ag" seminar. If any of these persons attend, their certification will be renewed for two years from January 1, 1975.

The Jamestown "Ag" Seminar is being held at Jamestown, on February 15th concurrently with the North Dakota Aviation Association annual meeting at the Ramada Inn, in order to reduce the number of duplicate meetings and to save fuel energy.

The North Dakota Aviation Association annual meeting is set for Jamestown at the Ramada Inn, February 13, 14, 15 and 16, 1974. February 15, 1974 is the day reserved for the "Ag" re-certification seminar.

The holding of these two events concurrently gives many persons the opportunity to attend two events without additional travel.

WHO MUST BE CERTIFIED? State rules provide that all managers, owners, partnerships, owner-pilot, Chief pilot, supervisor and private pilots licensed to aerial spray their own land must be certificated in the use of agricultural chemicals. The only exceptions are employed pilots other than the chief pilot.

There is no requirement to become a member of any Association to attend the one-day "Ag" seminar, which is open to all "Ag" operators and pilots who must be re-certificated or certificated for the first time, which is required by the N.D. Aeronautics Commission.

Following the seminar, an open book written examination will be given to those who have never taken the state written examination and desire certification for the first time. A $5.00 charge will be made by the Extension Service of NDSU for a 200-page Ag chemical book for this purpose. The book becomes the personal property of the person purchasing same.

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N.D. AVIATION ASSOCIATION ANNUAL MEETING - JAMESTOWN, N.D. FEBRUARY 13,14,15 and 16TH

The 28th annual meeting of the N.D. Aviation Association is set for February 13th through 16th in Jamestown, N.D. at the Ramada Inn.

The Aviation Association program will hit today's big issue, the energy crisis and how to cope with it. Included is a panel on the energy crisis with Jess Cooper, N.D. Oil and Gas Association; Charles Koch from the Federal Office of Petroleum Allocation at Bismarck; Ron Affeldt of the State Energy Office who will jointly address the subject: "Where we are, where we are going and what Federal requirements are needed to place your needs before the proper authorities".

The principal address on General Aviation Fuel Allocations will be delivered at the Banquet Friday evening by James (Jim) Pope from the FAA Office of "General Aviation", Washington, D.C. Mr. Pope is Chief of the Industry and Government Division of the FAA Office of General Aviation. Mr. Pope has been assigned by the FAA Administrator to the Federal Energy Office (FEO), Washington, D.C., where the federal rules and

N.D. AVIATION ASSOCIATION ANNUAL MEETING - continued

regulations for general aviation were written during the last 60 days, to try to get general aviation a fair share of aviation motor fuels. He has been on the inside where the big decisions are finalized. Pope will talk about the latest interpretation of the FEO rules relating to general aviation motor fuels.

Pope has agreed to try to get the answers to specific problems affecting the N.D. General Aviation industry on Wednesday and Thursday, while still in Washington, D.C., if these are phoned in to him before he departs from Washington, D.C. for Jamestown, N.D. The highlight of the banquet will be the presentation of the annual Aviation Mechanic award to Gordon Person of Fargo, N.D.

Social events of the meeting include a poolside party Wednesday; luncheon Thursday evening, including a special Valentine Queen award.

Business meetings will cover the issues of cost allocation, administrative user fees, better weather information and report of the safety committee. The Association is considering retaining a professional firm to tell its story and explain the purpose of the organization and its members. the program follows:

WEDNESDAY: February 13

1:00 - 5:00 - Registration
3:30 - 4:30 - Energy Report - Panel Discussion
4:30 - 5:30 - First Business Session (President & Officer Reports)
7:00 - 9:00 - Poolside Party

THRUSDAY: February 14

9:00 - 9:45 - N.D. Aeronautics Commission Report - Harold G. Vavra
9:45 -10:30 - Safety Committee Report - Lee Mills, Fargo GADO
Harold Olson, Fargo GADO and Jim Peterson, NDAA
10:30 -10:45 - Coffee Break
10:45 -11:30 - Area Representative Report - Vince Buraas, Chairman
12:00 - 1:30 - Luncheon Meeting - Special Guest - State Senator Robert Melland
2:00 - 3:00 - Report of Director of Public Relations - Jack K. Daniels
3:00 - 3:30 - Professional Public Relations Proposal - Robert Schuller
3:45 - 5:30 - Group splits to Ag and FBO
AERIAL APPLICATOR SESSION
FIXED BASE OPERATORS SESSION
7:00 - - - - Valentine Party

FRIDAY; February 15 Aerial Applicators Recertification Seminar

9:00 a.m. - Registration for Re-certification
9:30 a.m. - Objectives of Seminar - Harold Vavra and Phillip Miller
9:40 a.m. - Review N.D. "Ag" regulations - Harold Vavra
10:00 a.m. - "Ag" Aircraft Operations Safety - Lee Mills, Lloyd Adams and Harold Olson, FAA, GADO, Fargo
10:30 a.m. - EPA Standards for Certification of Applicators - Dean McBride, Extension Entomologist, NDSU, Fargo
11:45 a.m. - Questions and Answers
11:55 a.m. - Break for quick Lunch
1:00 p.m. - Plant Diseas Control and Fungicide Application - Dr. Ed Lloyd Extension Service Plant Pathologist, NDSU, Fargo
2:00 p.m. - Questions and Answers
2:15 p.m. - Chemical Weed Control and 1974 Recommendations - Calvin Messersmith, Assist. Professor of Agronomy, NDSU, Fargo
3:15 p.m. - Questions and Answers
3:25 p.m. - Cost consideration of Aerial Spraying - vs - Ground Application David Cobia, Professor of Agricultural Economics, NDSU, Fargo
4:25 p.m. - Questions and Answers
4:35 p.m. - Pesticide Safety - Dean McBride, Extension Entomologist, NDSU, Fargo
4:55 p.m. - Questions and Answers
5:00 p.m. - Adjourn
5:00 p.m. - Written Examination given to those who have never taken the State written and desire certification for the first time.
6:00 - 6:30 Cocktail party
7:00 - - - - Annual Banquet
Mechanic Safety Award
Address by James (Jim) Pope, FAA, Washington, D.C.

SATURDAY: February 16

9:00 - 12:00 - Closing Business Session
Election of Officers - Resolutions
Committee Report - Membership - Dues
Plans for 1974

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GENERAL AVIATION FUEL CRISIS BELIEVED AVERTED

The initial Administration order in late November to cut general aviation motor fuel 20% on air taxi flights; 40% on all business flying and 50% on all private and flight instruction flights, would have made general aviation the most restricted transportation segment in the United States.

After General Aviation trade groups, General Aviation Manufacturer's Association (GAMA), individual State Aeronautics Commissions and individual fixed base operators, aerial applicators and others made their voice heard in Washington, D.C., changes were rapidly made to greatly improve the energy share handed out to general aviation.

On January 15th, the Federal Energy Office (FEO) adopted revised regulations which increased General Aviation's share of motor fuels as follows:

* - Business Flying - 90% of the amount used in 1972.
* - Air Taxi Services - 100% of 1972 fuel purchases.
* - Agricultural aircraft uses and flying associated with energy production are allocated 100% of current requirements. (Including pipe line patrol or oil exploration.)
* - Aircraft used for flight instruction and personal flying are allocated 75% of the amount used in 1972.
* - Aircraft manufacturing - 100% of current requirements.
* - Public Aviation flying - such as states and cities are allocated 85% of 1972 purchases.
* - Emergency or Mercy Flying - 100% of current requirements.

Under the FEO rules, the Civil Air Patrol will be provided fuel allocations by the Department of Defense.

Allocation rules for scheduled airlines and large air travel club flying provide the following: Trunk Airlines, International and large intra-state airlines - 95% of their 1972 purchases; Local Service Airlines - 100% of their 1972 purchases; Air Travel Clubs - 70% of 1972 purchases.

The FEO rules provide that suppliers of aviation fuel shall provide their wholesale purchasers, such as airports, fixed base operators who retail fuel and aerial applicators who buy in bulk, an amount of aviation fuel equal to 95% of their 1972 purchases, unless they have a higher allocation. The catch to this rule is that in the event the supplier cannot get sufficient fuel to meet the allocation formula, that he may cut all wholesale sales an amount equal to the available fuel.

The Federal Energy Office rules state that all matters pertaining to the allocation of aviation fuel for general aviation shall be first addressed to the appropriate supplier. Any matters unresolved at the supplier level and any matter involving air taxi or commercial operators may be referred directly to the appropriate Regional Federal Energy Office. The federal rules provide for no state-set-aside for aviation fuels for emergencies. The state-set-aside is for fuels used by surface transportation only.

If you cannot get any satisfactory answer on a problem from the supplier, then allocation adjustment requests or other unresolved matters may be taken up with the Denver Regional Office of the Federal Energy Office. The Denver Region serves the States of North and South Dakota, Montana, Colorado, Wyoming and Utah. Their address is Region 8, Federal Office of Petroleum Allocation, Denver Federal Center, Denver, Colorado 80225. Mr. Dudley Faver is the Denver Regional Director with a telephone (Area Code 303-234-4936). Minnesota is served by Region 5, Federal Energy Office, Chicago, Illinois with telephone (Area Code 312-591-6025).

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GENERAL AVIATION JUSTIFIES REASONABLE FUEL ALLOCATIONS

To justify General Aviation's place in the sun to claim reasonable fuel allocations, it was pointed out to the Federal Energy Office that "General Aviation" is no longer a small segment of aviation in the U.S.A. That there are 150,000 people employed in general aviation manufacturing and another 50,000 employed in general aviation servicing and maintenance. That for calendar year of 1973, the production of new general aviation aircraft and their components had a value of about $820 million dollars. Services sold to general aviation during 1973 had a value of nearly five billion dollars. Exports of general aviation aircraft and their components during 1973 will produce a positive balance of payments of $225 million dollars.

The net result of General Aviation's action was that neither the Administration or Congress was going to force 200,000 persons out of work and loose nearly $6 billion dollars of gross national product by cutting general aviation fuel allocations to the extent originally proposed.

General Aviation uses only 7/10 of one percent of all the gasolines produced in the United States. It needs only 1.7% of all the jet motor fuel produced in the country for its jet fuel needs.

In summary, General Aviation uses 7/10 of one percent of all fuels consumed in transportation , while other transportation services of all types consumes 40% of the nation's total petroleum. These are the facts published by GAMA supporting a fair shake for general aviation in the allocation of aviation motor fuels.

GENERAL AVIATION JUSTIFIES REASONABLE FUEL ALLOCATIONS - continued

Utilization: Utilizing this minute part of the Nation's transportation energy supply, general aviation is the only means of access to 92% of the Nation's 12,500 airports and transports 37% of the persons flying intercity throughout the U.S. About 60% of the persons traveling in general aviation aircraft are enroute to cities not served by scheduled airlines.

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COMET AVIATION, INC., JAMESTOWN, N.D. OFFERS FREE PILOT REFRESHER SEMINAR

"FREE PILOT'S REFRESHER SEMINAR" to be held at the new Ramada Inn in Jamestown, North Dakota on Saturday, February 23, 1974 from 9:30 a.m. to 3:30 p.m. according to Beth Lucy, a co-owner of Comet Aviation, Inc., Jamestown. Comet Aviation will conduct a free pilot's refresher course in order for pilots to comply with academic phase of the new FAA biennial flight review requirements. The review will cover FAA regulations, flight performance and maneuvers, new procedures and flight safety. A noon dutch lunch will be served. The new Ramada Inn is located near Jamestown at the intersection of Interstate 94 and U.S. Highway 281. FAA personnel from Fargo GADO participating include Tom Westall, Harold Olson and Lloyd Adams. Mail your reservation to Comet Aviation, Inc., Box 1172, Jamestown, N.D. 58401

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FAA GOLDEN SENTINEL TEAM TO CONDUCT FLIGHT SEMINAR AT BISMARCK, MARCH 8 and 9, 1974

The North Dakota Aeronautics Commission and the North Dakota Chapter of the 99's are jointly sponsoring a two-day pilot refresher course, which will be open to all pilots at no cost. It will be held in Bismarck on March 8 and 9, 1974 in the large auditorium of the State Highway Building on the Capitol Grounds. Friday, March 8th from 7:00 p.m. to 10:00 p.m. and Saturday, March 9th from 9:00 a.m. to 4:00 p.m.

The sponsors are conducting the refresher in order for pilots to become aware of the academic phase of the new FAA biennial flight review requirements and to hear FAA presentations on accidents and causes, radio navigation, weather, airspace regulations, mountain flying and new FAR Part 61.

A special FAA team known as the "Golden Sentinels" will present the course, including George Batchelder, FAA GADO Salt Lake City,; Dave Voxland, FAA GADO, Rapid City and Jake Demmerly, FAA GADO Helena, Montana. Harold Olson, FAA Safety Office, Fargo will give a critique explanation. There will be door prizes. There also will be shown two new films titled "Eagle Eyed Pilot" and "Dusk to Dawn".

The FAA Golden Sentinel Team is presenting this up-date course in all five states of the Rocky Mountain Region.

Entrance to the State Highway Building on the Capitol Grounds will be through the east side ground entrance.

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ELT DEADLINE EXTENDED BY CONGRESS UNTIL JUNE 30, 1974

Congress attached a rider to the Emergency Highway Energy Act, which was signed by the President on January 3, 1974 which extends the effective date when most civil aircraft had to carry an ELT (Emergency Locator Transmitter) from December 30, 1973 to June 30, 1974.

Additional exemptions or changes were included in the amendment which:

1. Exempts aircraft while engaged in flight training operations within a 50-mile radius of the airport from which such local flight training began.
2. Exempts aircraft while engaged in flight operations incident to the aerial application of chemicals and other substances for agricultural purposes.
3. Exempts aircraft while used for showing compliance with regulations, crew training, exhibition, air racing or market surveys.
4. Exempts aircraft equipped to carry not more than one person.
5. Exempts new aircraft while engaged in flight operations incident to their manufacture, preparation and delivery.
6. Exempts aircraft certificated by the Administrator of FAA for research and development purposes.
7. Exempts aircraft engaged in scheduled flights by scheduled air carrier certificated by the Civil Aeronautics Board.

We point out that if pilots wait until June to obtain and install an ELT, there might not be enough units available. We urge those that have not installed an ELT to proceed now.

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MAURICE D. BIRKHOLZ, MINOT FORMS "WEATHER MODIFICATION CONSULTANT SERVICE"

Maurice D. Birkholz formerly owner of Cloud Modification Service of Minot has formed a new company to be known as Maurice D. Birkholz "Weather Modification Consultant" with a mailing address of 1605 - 6th St. N.W., Minot, N.D. 58701.

Birkholz informed the Newsletter that he had phased out of the actual supplying of aircraft to some extent, although he could and would still supply aircraft. His plans were to offer equipment, related to the modification industry. He said that

MAURICE D. BIRKHOLZ - continued

the firm was prepared to offer radar units, flare racks and acetone generator installations, plus aircraft. According to Birkholz, he plans on specializing in the manufacturing of acetone generators, flare racks and anything of a specialty in the weather modification field.

The firm has hangar and shop facilities and will make aircraft conversions and are prepared to lease, rent or trade aircraft, also generators, etc., he added.

Program Design, Program Implementation plus pilot training and pilot job placement are some of the other services that will be offered.

In addition to 6 North American AT-6G aircraft, fully equipped for end burning flare operations and acetone generators, he said that 4 large aircraft would be available for Hydro-scopic and salt seeding. The aircraft are 1 DC7C; 2 Curtiss C046's and 1 Douglas B-26C.

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AVIATION ACCIDENTS--1973 (A Resume)

The following is a resume of aircraft accidents within North Dakota during the calendar year 1973 obtained from Harold E. Olson, Accident Prevention Specialist of GADO #4 of the Fargo, N.D. Office. Olson stressed the fact that the list may not coincide with computer statistics officially released by NTSB or FAA for a number of reasons.

He also mentioned that there were some delays in receiving accident investigation reports from other GADO districts or regions, which involved North Dakota resident pilots, which would also cause some discrepancies. The figures and percentages are approximations only, and are compiled to provide some indication of the accident cause factors and trends, Olson said.

Total accidents within the state - 29; fatal accidents - 2; fatalities - 8; and serious injuries - 2. Total persons involved (pilots and passengers) - 62.

The total number of accidents this year represents an overall reduction of approximately 21% from 1969 and has shown a gradual decrease each year. But our fatality rate average of 5 per year is up approximately 60%.

Probably of more interest is the record of North Dakota resident pilots for 1973, irregardless of state in which the accident occurred. Total accidents - 23; fatal accidents - 3; fatalities - 11. Total persons involved - 48.

This represents an overall reduction of approximately 32%, since 1969, but our fatality rate average of 4 per year tripled.

Approximately 36% involved rented aircraft; 42% pilot owned and 22% involved non-owner pilots. A review of cause and contributing factors for resident and in state accidents are as follows:

Eight were the direct result of inadequate preflight and planning, in which 2 had cowlings come loose during take-off, one of which ended with a tight 180 degree turn, stall and 2 swerious injuries.

There were 4 accidents due to fuel starvation but we did hear of several other fuel starvation incidents in which safe landings were accomplished.

A low altitude turn, stall and spin resulted in 2 fatalities, and engine malfunction during that critical period after take-off in a heavily loaded twin engine aircraft ended with 5 fatalities.

Penetration into marginal weather was a prime factor in 2 accidents in which 10 lives were lost. Get-there-itis despite marginal weather is a dreadful disease that is certainly terminal.

(3)heavily loaded or high density altitude, (3) off airport landings, (4) loss of direction control, (4) striking wires, (2) hard landings and (1) carburetor ice were factors involved in other accidents.

A breakdown as to purpose of the flight is a bit more difficult to arrive at, but the following would be a reasonable estimate: Local pleasure - 37¢; personal business - 22%; enroute personal transportation - 13%; agriculture - 19%; instruction - 6%; and miscellaneous (including air taxi) - 3%.

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AIRPORT GRANT ALLOCATIONS FOR AIRPORT IMPROVEMENTS

* - Sloulin Field International Airport Williston - received an FAA allocation of $34,000. for assistance in purchasing an airport firefighting and rescue vehicle and for construction of a fire station and to install a segmented marker.

* - Langdon Airport Authority - received an FAA allocation of $67,067 for paying 75% of the cost of an overlay pavement of runway, taxiway and apron; to widen existing taxiway; to expand apron and construct new taxiway. Langdon also expects to receive a U.S. Department of Defense allocation of about $22,355 for the remaining 25% of the cost of the airport improvement from the military ABM impacted communities program.

* - Bowman Airport Authority - received a state check for $10,000. from the N.D. Aeronautics Commission to help pay for a 4,000 ft. runway paving project at Bowman Municipal Airport.

* - Hillsboro City Commission - has created a Hillsboro Municipal Airport Authority and appointed five persons as its first commissioners. They are Ronald Stuart who is also President of the City Commission; Fred Peerson, A City Commissioner; Duke Wyle, Dennis Bondy and Harry Eisenbeis. Hillsboro anticipates a major airport improvement.

WANTED TO BUY: Piper PA-12 with good cover and low time engine, preferably a 125 or 135 HP. Cash. Contact Robert J. Morstad, New York Mills, Minn. 56567 at telephone 218-385-2880 daytime or 385-2881 night. No collect calls.

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FOR SALE: 1967 Cessna 172 Skyhawk, Mark 12, Mark 2 Omnigater, heated pitot, ELT, all Skyhawk extras, 1237 TT A&E, full panel; 1968 Piper PA-28-140, 360 MK-12, heated pitot, 4 seater, 4,000 TT, 1500 on factory remanufactured engine, full panel. Contact Foss & Meier Flight Service, Box 774, Devils Lake, N.D. 58301, Tel: 662-3221 or 2884

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FOR SALE: Piper PA-28 Cherokee 180, fresh annual, 1350 TT, 350 STOH, ½ in valves. IFR certified, wheel pants, new seat covers and carpet, emergency locator beacon w/voice transmission. MK-12-360, w/VOA-4, narco 31 ADF, King KT76 Transponder, three lite marker beacon, audio selector panel, EGT, heated pitot, alternate static source. New airspeed, new vertical speed indicator, new directional indicator, new vacumn pump, new battery, new IFR certified altimeter. Call Weber Aviation, 255-3272 or 223-4265.

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FOR SALE: 1954 Piper Pacer 135-200 hrs on chrome major, full panel w/vacumn pump, Mark III, Ceconite cover, ski fittings. Call Warren W. Woodham, 663-8405 (701) Mandan, N.D. 58554

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FOR SALE: 1947 Ercoupe 415D, 85 HP, fresh annual and ELT, 440 hours SMOH, Call Kermit K. Schauer, P.O. Box 804, Jamestown, N.D. 58401 at Tel: 701-252-5820

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NORTH DAKOTA AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA 58501

FIRST CLASS

FOR SALE: 1970 Ranger Mooney; 1968 Statesman; 2 - 1970 Mooney Chaparral's; 1968 Mooney Executive; 1974 Mooney Executive, will be in showroom later in Feb.; 1974 Citabria; 1972 American Trainer; 2 - 1973 American Trainers; 1974 Trainer and one 1973 American Traveler. Also 1974 American Traveler. Contact Pietsch Flying Service, Minot International Airport, Minot, N.D. 58701, Tel: 701-838-4092.

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FOR SALE: 1967 Cherokee 140; 1969 Skylane 800 TT; 1970 Cessna 150 1750 TT, 0-SMOH; 1962 250 Comanche 50 SMOH; 2-1974 Skyhawks II, ferry time only; 1967 Skyhawk; 1973 Champ, ferry time only; 1969 Cessna 150, 1800 TT, 0-SMOH; 1962 Cherokee 160, 750 SMOH, 1974 Piper Warrior; 1966 Aztec, fresh engines; 1973 Baron 350 TT; 2-Aero Commanders 112; 1965 400 Comanche, 500 SMOH; 1969 Robertson STOL turbo Centurion, 990 on factory new engine; 1966 Turbo Centurion 685 TT; 1970 Turbo Twin Comanche "CR"; 2-1971 Arrow 200's; 1967 Cherokee 235; 1971 Cherokee 140; 1965 Cherokee 140; 1966 Pawnee 235, 1030 TT; 1965 Pawnee 235, 480 SMOH; 1973 150 HP Champ; 1959 Delux PA-18 Super Cub, 990 TT since new; N-3-N Stearman 550 SMOH. Contact Commander Aviation Corp. Box 1014, Bismarck, N.D. 58501, Tel: 701-223-6862 or 223-3388.

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NEWSWORTHY NOTE! ! !

The City of Ellendale has seen fit to create an airport authority. Members will be named in the next issue. Plans are to pave a 60' X 3600' basic II runway NW-SE. The existing N-S 60' X 2700' will be the secondary runway and will remain in turf.

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