MINOT TO HAVE AIR SHOW, FLY-IN, PANCAKE BREAKFAST & HANGAR DANCES SATURDAY, AUGUST 24-25, 1974

With activities to start off approximately 10:00 a.m. Saturday, August 24th and with an Air Show that afternoon and Sunday at 4:35 p.m., featuring Bill Barber, the first world aerobatic team-champion and including Al Pletsch of Minot and his son Kent Pletsch, Jim McDonald, Wally Johnson and Don McDonald, all of Minot on the roster. The Gary Pletsch Memorial Air Show and Minot Mini-Transpo of 1974 will blast off to a start.

The airport will be closed at 4:35 p.m. to 6:30 p.m. each day, so come early both days and inspect the displays, new aircraft, antique cars, watch the radio-controlled model aircraft acrobatics, a rocket demonstration, look over war birds and meet old friends. Of interest on display will be a Curtiss Falcon owned by Bill Barber, a pre-world war two fighter, one of seven left in the world. A King Cobra will also be on display as well as a B-25, if it can be arranged.

Homebills will also be on display and flying, as well as a breezy, as Minot is also the home of a very active Experimental Aircraft Association with a charter number of 265, who along with the Minot Chamber of Commerce are the co-sponsors of the event.

According to Don Mays, the Public Relations officer of the Minot EAA, a reception will be held Friday night at 8:00 p.m. at the Ramada Inn for all EAA members who may want to attend. Canadian pilots and their spouses personnel, all other participants in the air show and any fly-in pilots that may care to. Here is your chance to visit and hobnob with our good Canadian neighbors to the north and add a little cement to the good relations hip that we have had going for so many years.

Saturday night a hangar dance will be held at the Pletsch Flying Service hangar and the next morning, Sunday, a pancake breakfast from 8:00 to 11:00 a.m. which is open to the public at the Aero Flight hangar will keep activities going.

For those who are of the younger type or those that are able to swing a going away and farewell dance will be held Sunday night at the Pletsch hangar, several members of the "Shane Group", who will be playing for both dances. The group is splitting up with some going to the City of Lost Wages for an engagement.

Clinton Petersen, the airport manager of Minot International, foresees no problem supplying fuel both 80-87-100 Octane, nor does he expect any problems in the transient parking for the fly-in. He does suggest that while space is ample, it would be prudent to bring your own tie-downs as tie-downs will be short. Aircraft parking will start south of the main ramp and the overflow will be moved to the north area. He said that he would have extra personnel on duty.

HILLSBORO BEET PLANT DEDICATION SCHEDULED FOR WEEKEND ACTIVITY AUGUST 23-25TH TO INCLUDE A FLY-IN BREAKFAST SUNDAY, AUGUST 25TH

This prosperous Red River Valley sugar beet city is all set to dedicate a many-million dollar sugar beet processing plant this coming weekend, with week-long activities.

The plant billed as the first Cooperative Beet Plant in North America, will be dedicated at 2:30 p.m. Sunday August 25th. According to word received by both Senators Young and Burdick, as well as Congressman Mark Andrews, Governor Arthur A. Link and former Governor Guy will be in attendance.

Tours of the new plant, the first of two that will be opened this year, are scheduled as well as a dance at the Armory.

The plant's program will have aerial flavor with a North Dakota Air National Guard fly-over scheduled for Saturday, August 24th. Sky diving and parachuting and some aerial capers the same afternoon and a fly-in breakfast Sunday morning, the 25th.

NEW FIXED BASE OPERATION AT BRECKENRIDGE-WAHPETON MUNICIPAL

Tri-State Aviation, a new FBO at the Breckenridge-Wahpeton Municipal Airport opened its doors for business the 1st of August, 1974. Located in the former Ed Littke shop, the firm will do major & minor airplane and powerplant work. The firm will have the services of Ed Littke as the authorized inspector and will also be doing aerial application work.
Nicholas F. Schuster, 5E of Fargo, current member of the Fargo Municipal Airport Authority and presently a member of the Fargo City Commission, was recently appointed to the North Dakota Aeronautics Commission for a 5-year term by Governor Arthur A. Link. Schuster's experience in municipal government and in the workings of an Airport Authority lends itself to an appointment to the Aeronautics Commission.

JOHN ODEGARD, UND ASSOCIATE PROFESSOR APPOINTED TO 5-YEAR TERM ON AERONAUTICS COMMISSION

John Odegard, an Associate Professor at the University of North Dakota, who is in charge of the Aviation Department there, was appointed to a 5-year term as a commissioner on the N.D. Aeronautics Commission by Governor Arthur A. Link. Odegard had served a previous term of one year. He holds a Commercial and Instrument and Glider ratings. The appointment runs from 1 July 1974.

GADO #4 TO OFFER IMPROVED SERVICE FOR BISMARCK AREA ACCORDING TO LEE MILLS, CHIEF

Bismarck will have the benefit of a 2-man team of specialists for 4 days each month for as long as the work load warrants, according to Lee Mills, Chief of the FAA General Aviation District Office at Fargo. In the interest of improving service to the flying public, a flight specialist and a maintenance specialist will give flight and proficiency examinations, and answer questions on maintenance problems. The team will work out of the FAA Airport District Office at the Bismarck Municipal Airport office, which is headed by Roy Cunningham, Chief. Telephones 255-4011.

extension 305 and the public is asked to make their appointments for services during this time. The next 4 days will begin September 3, 1974.

All written examinations can still be scheduled with Hank Labore, the tower chief, until such time as the tower personnel will move into their new offices under the new tower, which is being built at Bismarck. At such time, GADO #4 will then resume the monitoring of tests.

COLONEL THOMAS MARKING ASSUMES AIR ASSISTANT POST TO MAJ. GEN. LACLAIR MELHOUSE

Col. Tom Marking, a native of Scranton, N.D., has returned to North Dakota after a long tour of active duty in Washington, working in the Office of the Secretary of Defense with officers in the Pentagon. Marking joined the Army Air Corp in 1941 and was discharged in 1945. His last assignment was as an aircraft commander in B-29's. From 1945 to 1951, he worked as a flight instructor and aerial applicator and corporate pilot for an oil firm. In 1951, he and Dwaine Larson of Regent were offered full time jobs to run the Base operations at the Fargo Air National Guard, while the entire unit was on active duty in Korea. As Tom tells it, the only reason that they got the jobs was that through some oversight, they activated the entire unit and forgot to keep someone at home for housekeeping. After serving in various capacities in the NDANG, he went on active duty serving the National Guard Bureau, and then into the Secretary of Defense office, where he did legislative writing, concerning the Reserve programs. He moved to his present position August 1, 1974 under Brig. Gen. LaClair Melhouse.

Shirley Schumacher of Scranton and the Col. were married in 1943 and the couple have 3 children, Brady 24, a graduate of the Citadel, who now works for the Department of the Navy; Mary Beth, a Junior at the University of North Carolina and Holly Anne, a 6th grade student in the Bismarck School system. They reside at 828 Crescent Lane, Bismarck.

PAST PRESIDENT OF NORTH DAKOTA AVIATION ASSOCIATION MAKES BRIG. GEN. GENERAL RANK

The man is still the unpretentious farmer, energetic businessman, weekend warrior and aerial applicator, but there is a difference, Darrol G. Schroeder, past president of the North Dakota Aviation Association, is entitled to wear the silver star of a Brigadier General in the Air Force. Schroeder joined the North Dakota Air Guard back in 1947, as a aviation mechanic. In 1950, he left the unit to attend the North Dakota State University, where he received a bachelor of science degree in animal science and his Air Force commission through ROTC. In the fall of 1952, he began a 42 hitch in the regular Air Force that included a tour of duty in Germany and France as part of the NATO forces flying the F-86 Saber jet fighters. After his discharge from the service, he rejoined the NDANG as a pilot with the 178th Fighter Interceptor Squadron, which has cumulated in his present position as Air Liaison to Maj. Gen. LaClair Melhouse.

The General has an intense pride in being part of 178th, which ranked top in competition of all 92 flying units in the nation.

Darrol and his brother Paul are partners in a 1400 acre farm operation, the aerial spray service and a retail fertilizer business in Davenport and Leonard. Kenneth Geerdes of Davenport is a third partner in the fertilizer operation.

General Schroeder and his wife, the former Donna Jean Nellermeoe, a Fargo Central High School and NDSU graduate, have two children. Daughter Terry Lynn is enrolled at NDSU and son Mark, 10, goes to school in Davenport.
BEDE AIRCRAFT BD-SJ CRASH AT CORPUS CHRISTI, TEXAS BLAMED ON FUEL CONTAMINATION

Of interest to pilots and their friends that attended the EAA, Oshkosh, Wis., national convention the first of the month, is an explanation of what happened to Ed Mahler, the pilot of No. 3 aircraft of the BD-SJ jet demonstration team. The accident happened just after take off and was caused by a flame-out. Mahler was at 400 feet and attempted to left turn back to the airport, but his speed was too great at touch down and he bounced and continued flying. The aircraft overran the landing area and went into a field that contained numerous large rocks. Mahler suffered facial injuries striking the canopy as the plane went end over end. Both wings were sheared off and the tailcone damaged. Mahler escaped serious injuries and flew his show at Oshkosh.

It was learned that the cause of the flame-out was fuel interruption by black rust from fuel drums that were used to refuel the aircraft. The other two aircraft of the team also had contaminated fuel, but had no problems.

According to information, plans call for the installation of a dual fuel filter system on the aircraft. Although the aircraft was severely damaged, the engine and instruments are to be salvaged from the relatively intact cockpit area and a new plane is to join the exhibition team in a few weeks.

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CLIMATE UNDER DOT FOR GENERAL AVIATION NOT 'UNIQUELY IMPORTANT' - DOT SEC. BRINEGAR

Under the DOT'S cost allocation study, general aviation was to pay 30% of the national aviation system costs and while DOT's Secretary Claude Brinegar appearing before a Senate transportation appropriation subcommittee said, he did not propose that general aviation pay the entire 30%. He left no doubt that he feels they should pay more then they are now. Not only that, he asked that they remove language from the House bill that prohibits the closing of any flight service stations during fiscal 1975. He said that general aviation was not so 'uniquely important' that it should receive a subsidy.

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AERONAUTICS COMMISSION AGAIN HAS SUPPLY OF "WARNING FEDERAL OFFENSE" SIGNS

The North Dakota Aeronautics Commission through and with the cooperation of the North Dakota Aviation Association, has secured a supply of the standard 14" X 20" yellow Warning signs that proclaim it is a federal offense to damage or disable or tamper with any aircraft. The signs are available to anyone that may care to buy them at $6.00 per sign. They can be picked up either at the Aeronautics Commission office or from Vince Cartwright at Aero Flight Inc. at Minot, N.D. Make checks payable to the North Dakota Aviation Association, Vince Cartwright, Treasurer, Box 1808, Minot, N.D. 58701. It is important that payment be made to the NDAA and not to the Commission as the Commission is only handling them as a convenience for the flying public.

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NORTH DAKOTA AND MONTANA INSTRUMENTAL IN STOPPING SEVERE CUT-BACK IN FAA AIRPORTS DIVISION

The North Dakota Aeronautics Commission was notified recently by U.S. Senator Milton R. Young, Washington, D.C., that the Senate appropriations committee took final action on the Department of Transportation appropriations bill and adopted an amendment which added $1.5 million dollars to the bill, earmarked for the restoration of 149 positions in the airport division of the Federal Aviation Administration, according to Harold G. Yavak, Director. He said that the amendment was jointly sponsored by Senator Young and Senator Mike Mansfield, Montana.

The administrative office of management and budget had proposed elimination of 149 positions nationally or a 20 percent cut back in personnel in the FAA's airports division.

Under the administration's personnel cut-back plan, the Federal Aviation Administration District Office at Bismarck, with a permanent personnel staff of seven and the Airport District Office at Minot, Montana and Pierre, S.D. would have been abolished. This move would have seriously cut FAA airport services in N.D., Montana and South Dakota, as well as other regions in the U.S.

Under the cut-back plan, all airport projects in the Rocky Mountain Region involving federal-aid airport funds, would have had to be handled from one central office at the FAA Rocky Mountain Regional Headquarters at Denver, Colorado. Such a plan would have made it costly and time consuming for the states of North and South Dakota and Montana and the cities and airport authorities to coordinate airport improvement applications and construction involving federal funds.

The administration's cut-back plan was resisted by the North Dakota Aeronautics Commission, the Fargo Airport Authority and the Montana Division of Aeronautics when it was first proposed early this spring.

Senator Young advised the N.D. Aeronautics Commission (NDAC) that he anticipates no trouble securing senate approval of the Young-Mansfield amendment restoring the positions and that he believes that the Senate-House Conferences will accept the amendment.

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