

AVIATION NEWSLETTER

Vernon H. Barber, Editor

STATE OF NORTH DAKOTA



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AERONAUTICS COMMISSION

Box "U" - Bismarck, N. D. 58501

Telephone 701-224-2748

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 Pietsch of Minot and his son Kent Pietsch, Jim McDonald, Wally Johnson and Dan McDonald, all of Minot on the roster. The Gary Pietsch 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 the 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.

Homebuiltts 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 support 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 ship that we have had going for so many years.

Saturday night a hangar dance will be held at the Pietsch 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 that are of the younger type or for those that can stand the pace, a going away and farewell dance will be held Sunday night at the Pietsch hangar for 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.

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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 general program will have a 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.

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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.

AUG 20 1974

Harold G. Vavra
Director

July - August, 1974

NEW FIXED BASE OPERATION - continued

Gerald Beck, a North Dakota native of Guelph and Larry Linrud, formerly of the Velva area, are the co-owners. Linrud has a commercial and instrument rating and is a Certified Flight Instructor who will be performing the flying duties. He and his wife Carlotta are the parents of a seven-month baby girl. Beck who enjoys a single status will be working in the maintenance end.

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AERONAUTICS COMMISSION ALLOCATE STATE AIRPORT FUNDS

The North Dakota Aeronautics Commission in a recent Commission meeting, allocated a total of \$52,205. in state airport funds to eight airport authorities for assistance in constructing airport improvements.

Commission director, Harold G. Navra said the Aeronautics Commission reviewed twelve applications requesting state airport funds, totaling over \$125,000.

State airport funds allocated include:

1. \$10,000. to Hillsboro for paving 3,300 ft. runway and apron.
2. \$10,000. to Oakes for paving 3,400 ft. runway and apron.
3. \$10,000. to Pembina for paving overlay on runway and apron.
4. \$10,000. to Park River for paving 3,100 ft. runway and apron.
5. \$10,000. to Mott for paving 4,000 ft. runway and apron.
6. \$1,500. to Linton for runway lights.
7. \$370. to Bowbells for runway lights.
8. \$335. to Watford City for airport beacon light.

The Aeronautics Commission conditioned its allocations for the five runway paving projects that state funds are subject to the airport also receiving a federal grant to pay part of the cost in addition to state and local funds.

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AIRPORTS:

LARIMORE: The North Dakota Aeronautics Commission presented a state airport grant amount of \$10,000. to the Larimore Municipal Airport Authority for assistance in paying part of the cost of paving a 3,100 ft. by 60 ft. wide runway, taxiway and apron at the Linton Municipal Airport. Accepting the check was Mr. Arthur Rudy, Chairman of the Linton Airport Authority.

The total cost of the airport project was about \$129,000. of which \$97,000 is federal aid and \$22,000 is local funds and \$10,000 state airport funds. The airport has been completed and is awaiting favorable weather for grass seeding.

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TOM NORD, SOARING GOVERNOR OF NORTH DAKOTA, STARTS NEW SOARING GROUP ON ITS WAY AT BISMARCK

Tom Nord, well known Fixed Base Operator of Pembina, N.D. and Soaring Governor of North Dakota with the help of Vaughn Turner, one of his aerial application pilots, who is also an A&P, spent a long Sunday recently, checking out members of a Bismarck group in glider operations. While Tom Nord was busy giving dual instruction, Vaughn Turner was qualifying the tow pilots. The group purchased a Liester-Kaufmann LK-10A from J. B. Lindquist the FBO at Hettinger, N.D. and are in the process of trying out N.D. thermals for soaring.

They have found that with even their little expertise, it is relatively easy to remain aloft for extended periods of time, with flights of 1½ hours and altitudes to 9,000 attained.

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EFFECTIVE SEPT. 28TH, FARGO TOWER TO GO TO "STAGE TWO SERVICE (RADAR ADVISORY SEQUENCING)

Derwin Hamm, Chief of the Fargo Tower has informed the Newsletter that beginning September 28th, the Fargo Tower will initiate Stage two Radar Service. Until that time, training and practice sessions will be held and pilots are requested to participate but it is not mandatory.

For those of you who might like a more detailed explanation of Stage Two (Radar Advisory and Sequencing for VFR aircraft), the following is quoted directly from the Airman's Information Manual Part I, page 32 as follows:

"The purpose of the service is to adjust the flow of arriving VFR and IFR aircraft into the traffic pattern in a safe and orderly manner and to provide radar traffic information to departing VFR aircraft. Pilot participation is urged but it is not mandatory." It is suggested that you read your Airman's Information Manual for full details.

The Fargo Tower personnel will conduct a "Stage Two" pilot briefing in the Airport Conference room at Hector Airport, September 17th at 7:00 p.m. for all that may want to attend.

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NICHOLAS SCHUSTER OF FARGO NEW APPOINTMENT TO AERONAUTICS COMMISSION BY GOVERNOR LINK

Nicholas F. Schuster, 34 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 S&MEI with 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. Telephone 255-4011 extension 385 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.

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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 offices 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 Dwayne 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. 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 8th grade student in the Bismarck School system. They reside at 828 Crescent Lane, Bismarck.

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PAST PRESIDENT OF NORTH DAKOTA AVIATION ASSOCIATION MAKES BRIG. 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 4½ 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 Geerdees of Davenport is a third partner in the fertilizer operation.

General Schroeder and his wife, the former Donna Jean Nellermoe, a Fargo Central High School and NDSU graduate, have two children. Daughter Terry Lynn 18 is enrolled at NDSU and son Mark, 10 goes to school in Davenport.

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BIENNIAL FLIGHT REVIEW DUE PRIOR TO NOVEMBER 1, 1974

According to Jack Eggspuehler who was recently designated to be the new assistant administrator for general aviation that by November 1st of this year, it is quite likely that we will have reduced the current pilot roster by 50%. The word just isn't getting out about these biennial flight reviews. A large population of the pilots are flying around oblivious to the new requirement. Apparently there is considerable misunderstanding among pilots about the first biennial flight review as called for under FAR Part 61. According to the regulation, "After Nov. 1, 1974, no person may act as pilot in command of an aircraft unless, within the preceding 24 months, he has (1) Accomplished a flight review given to him, in an aircraft for which he is rated, by an appropriately certificated instructor or other person designated by the Administrator; and (2) Had his logbook endorsed by the person who gave him the review certifying that he has satisfactorily accomplished proficiency checks." Also qualifying as biennial flight reviews are FAA conducted proficiency checks and new type ratings. The flight review is expected to include a review of current Part 91 operating and flight rules and a review of maneuvers and procedures, "which in the discretion of the person giving the review are necessary for the pilot to demonstrate that he can safely exercise the privileges of his pilot certificate." Enforcement of the new regulation will be informal, according to one FAA spokesman, probably being limited to spot checks of pilot logbooks.

HAZARDS OF THAT MEXICAN TRIP

We don't intend to try and frighten anyone from making a trip to our neighboring country to the south, but extreme caution is advised so as not to run afoul of local laws or ordinances.

At present, there are 87 US registered planes impounded and held by Mexican authorities, which range from Cessna 150's, 310's, Queen Air's, Twin Beeches, Cherokees, Comanches, PBV, Aero Commanders and a DC-3. Most are being held for various and sundry reasons, although a few are being held for actual smuggling and will be confiscated by the Mexican Authorities. As an example of the problems, a Cessna 182 landed at Manzanillo and was left there for a few days. In the meantime, the airport was closed as a new nearby facility was opened and the local airport commandant impounded the plane and others and levied a 50,000 peso fine, which is approximately \$4,000. US. What compounds the problems of trying to get your aircraft back is the lengthy Mexican red tape when getting them back through normal diplomatic channels.

ENCODING ALTIMETER INSTALLATION DEFERRED TO JANUARY 1, 1975

FAA citing a serious equipment supply problem of manufacturers who have been unable to meet the demand of encoding altimeters, have granted a 6-month extension on the installation of encoding altimeters. The new dates are January 1, 1975 for the nine group one TCA's and July 1, 1975 for the 12 group two and 42 group three TCA's.

The latest word is that FAA is proposing rescinding its requirement that all aircraft operating within a Group two TCA, be equipped with altitude reporting transponders. AOPA had requested that altitude transponders be dropped entirely as a Group two TCA requirement. As stated above, that new date for Two TCA's is July 1, 1975. Comment deadline on the proposal is September 9, 1974.

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BISMARCK NO LONGER A FLIGHT SERVICE STATION - NEW TOWER TO BE COMMISSIONED EARLY 1975

Hank J. LaBore, Chief of the Bismarck Control Tower has asked the N.D. Aviation News letter to give the following information some wider distribution so as to inform more of the flying public. Flight Service Station duties here no longer available at Bismarck as the combined tower and FSS duties have been separated. Flight Service Station functions have now been remote to the Minot FSS, such as weather information, or the copying and accepting and closing of a flight plan, etc. This type of communications is now handled by a Foreign Exchange telephone toll free service number which is 258-7677. When calling this number, a specialist in Minot will answer. Of course a pilot will still be able to file or close a flight plan or receive a briefing via Bismarck Radio on 122.2 MHz. Mr. LaBore especially emphasized the point of not expecting the tower controller to close your flight plan as they have no way of even knowing that you are on one. Conversely, don't ask them to open a flight plan either, after becoming airborne, use 122.2 MHz.

The move into a new 90 ft. control tower, which is being built, to the SE of the Bismarck Terminal, will take place sometime in early 1975. The structure will cost in the neighborhood of 3/4 of a million dollars.

LANDING FEES (How about this for deficit spending?)

To land a single Boeing 747 (U.S. or foreign-operated) at Boston costs \$190; at our nation's Capitol \$124; and at Miami \$68. But when Pan American, TWA and National land a 747 at London the charge is \$1,844. At Paris, Pan Am and TWA pay \$1,088 and at Frankfurt \$1,244. The worst examples are in the pacific. An Australian carrier pays \$240 to land a 747 at Los Angeles, but Pan Am pays a resounding \$3,483 for each landing at Sidney.

BEDE AIRCRAFT BD-5J 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-5J 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 rock. 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 filtering 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 than 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, Treas., 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. Vavra, Director. He said that the amendment was jointly sponsored by Senator Young and Senator Mike Mansfield, Montana.

The administration's 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 Offices at Helena, 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 Conference will accept the amendment.

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WANTS TO BUY: MOONEY - Contact Ed Sypnieski, Box 1781, Bismarck, N.D. 58501

Tel: 224-2894

FOR SALE: 1964 Pawnee 235; 1965 Pawnee 250 Both aircraft have tips, flaggers, smokers, 8:50 X 6 tires and hi density units with spreaders. They are low time and exceptionally clean. Contact Schroeder Aviation, Davenport, N.D. Tel: 701-428-3360 or Business 701-428-3369

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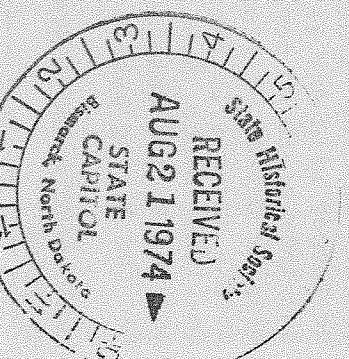
FOR SALE: 1974 Bellanca Scout 180 HP; 1974 Citabria B package; 1968 Aero Commander 100; Also 1973 and 1974 American Trainers. Contact Pietsch Flying Service, Minot International Airport, Minot, N.D. 58701 Tel: 701-838-4092

FOR SALE: 1973 A-36 Bonanza, 320 TT, King 170A, KR-85 Digital ADF, AT-50A transponder, Century I with tracker, standby generator system, Polly paint; 1975 Skyhawk II, 112A, 140 TT's since new, ferry time only, Nav Pak group, brand new; 1974 Aero Commander 112A, 140 TT's since new, Dual King 170A with G/S KMA-20 & 3 light, KT-76 Transponder, KN-65 Digital DME, KR-85 Digital ADF, Century I with tracker, super sport paint; 1966 Turbo Twin Comanche 2, 1200 TT, Dual MK 12'A, G/S, 3 lite, UDI-4 DME, Narco transponder altamatic 3 axis auto pilot, tip tanks, oxygen; 1966 Turbo twin comanche 2, 2500 TT, 800 SMOH, MK12B with G/S, MK 12A-Voa 4, ADF, 3 lite, Narco Transp., Altamatic 3 axis auto pilot, brand new paint and interior, tip tanks and oxygen; 1971 Cessna 150 Commuter, 1750 TT, 350 SMOH, NC 300', full panel, wheel pants; 1967 337B, 1900 TT, 230 & 900 SMOH, dual NC 300's with G/S, ADF, 3 lite, King transp. and DME, 400 auto pilot, fresh license.

NORTH DAKOTA AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA 58501



Margaret Rose
Historical Society
Liberty Memorial Bldg.
Bismarck, N. D. 58501



1974 Warrior 80 TT, Executive group, full panel, tinted glass, radio package open, new; 1973 E-55 Baron, 200 TT, King Silver Crown package, full de-ice, Century III coupled; 1973 Champion ZGBC, 120 TT, sun house roof, Escort 110, wheel pants; 1975 Champions, 33 units on order with assorted options, radios and colors.; 1950 B-Bonanza 2, 350 SMOH, full panel, Motorola 400, MK 11, M model paint, long stacks, hydraulic prop; 1967 MK 21 Mooney, 1955 TT, '01' SMOH, MK 12a, UDI-4 DME, full panel, fresh license, stobe light; 1967 Twin Comanche 2, 1800 TT, Dual MK 12 A's with G/S, ADF-31, UDI-4 DME, Wilcox transp. Altamatic 3 axis auto pilot; Floats Pee Kay 3500's for 185 or 206 Cessna, 1800's for Cub or Champs in stock and ready for delivery. Contact Commander Aviation Corp. Box 1014, Bismarck, N.D. Tel: 701-223-6862,

nights 223-3388

FOR SALE: 1974 Skyhawk II, 490 TT, Dual Nav-Com, ADF, Tpx, auto pilot, gold & tiger yellow, beautiful. Also 1975 Hawks, Cardinal, Cardinal Rg., Skylanes, Centurions, Turbo Centurions, 206 & 185 with float fittings. All ordered for 1975 delivery. Come in or call us so we can spec. them to your wants and needs. We're not even number 2, so we're really trying. Call OK Aviation, Bismarck Municipal Airport, Bismarck, N.D. Tel: 701-258-5610

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NEW "ZENITH" LINE EXPANDS SERVICE TO PILOTS IN GRAFTON AND SURROUNDING AREAS
Robert L. Cooley, Acting FSS Chief of the Grand Forks Flight Service Station has
asked the Newsletter to pass along the following information: Pilots in the Grafton
area can now obtain weather briefings and file flight plans with the Grand Forks FSS
over the new ZENITH line. Dial the operator and ask for "ZENITH 1820". This service
can also be obtained from the following communities of Minto, Hoople, St. Thomas and
Park River, N.D. by using the same number.