The 1974 summer aerospace workshop, co-sponsored by the Department of Public Instruction and the North Dakota Civil Air Patrol, is scheduled for Dickinson State College May 30th to June 11th. The Workshop is open for enrollment of School Administrators, Counselors and teachers at elementary, secondary and junior college levels and other interested persons.

The North Dakota Aviation Association has sponsored 15 scholarships for teachers at $300 each, a total of $4500 in scholarships for the workshop. The enrollment fee for the Workshop is $60.00. The workshop covers the history and principles of flight, personal airplane flights, atmospheric and space flight systems, weather, navigation, field trips to FAA Flight Service Station, weather bureau, airlines and airport operations, with a flight to the Air Force Museum in Dayton, Ohio will be provided, contingent upon military airlift. Interested persons should contact Dale Zleman, who is Director in Charge at Aerospace Education Workshop, Dickinson State College, Dickinson, North Dakota.

****

TEN N.D. COUNTIES CREATE NEW WEATHER MODIFICATION AUTHORITIES

Since October, 1973, ten N.D. counties have created new County Weather Modification Authorities. These combined with the seven weather authorities created previously, makes a total of 17 in North Dakota. New Weather Modification Authorities have been created for the counties of Barnes, Benson, Eddy, Foster, Griggs, Kidder, Nelson, McLean, Sargent and Wells. Other authorities are located in the counties of Adams, Bowman, Hettinger, McKenzie, Slope and Ward.

Petitions are being circulated for creating county weather modification authorities in the counties of Dickey, LaMoure, Golden Valley, Morton, Steele, Stutsman, Ramsey and Ransom. Burleigh (Bismarck area) is preparing to circulate petitions shortly.

CONTRACTS AWARDED FOR WEATHER MODIFICATION:

Nodak Weather Modification Association, Inc. - (Counties of Barnes, Eddy, Foster, Griggs, Kidder, Steele, Stutsman and Wells) awarded a $116,220 contract to Weather Modification, Inc. of Bowman, N.D. for a period from May 15th to September 1st. The contractor is to provide a 5 centimeter mobile radar, radar operator, meteorologist, pilots and cloud seeding materials. The contractor is to provide four turbo-charged twin Comanche aircraft. The radar will be based at Carringtion, N.D. The four aircraft will have various bases throughout the season at Carringtion, Jamestown, Valley City and Cooperstown municipal airports.

Tri-County Weather Modification Association - (McKenzie, Mountrail and Ward counties) awarded a $60,697.12 contract to Maurice Birkholz, Minot, for providing four aircraft, pilots, equipment and cloud seeding materials for a period of May 15th through August 31st. The contractor will use three single engine turbo-charged Cessna 210's and one 400 HP single engine Piper Comanche. The Tri-County Group provides its own radar services with a facility near Berthold.

Central Dakota Weather Modification Association - (Burleigh County), a private organization will begin its second season May 15th. This organization is contracting with Weather Modification, Inc. of Bowman, N.D. The contractor will provide two twin engine turbo-charged aircraft (Twin Comanche) for the project. If northern Emmons County joins, three aircraft will be used. The first plane will arrive May 15th. The contractor will provide a 3 centimeter radar, which will become operative on June 1st. Central Dakota Weather Modification Association is relying on private contributions for its funds. It has set a budget of $96,000 for the season's operations according to Jim Eastgate, advisor to the association.

Other contracts have been awarded by a four-county southwestern group (Adams, Bowman, Slope and Hettinger Counties). Also individual counties of McLean and Nelson are expected to award contracts shortly.

****
North American Approaches to the Nation's Money Interests

KENTMILLER TOWNS, have been chosen by the newly reconstructed Money Aircraft Co. of America. Preliminary plans of the Money Engine have been completed so that this is one of 9

Complete Aviation Makes American Trade Possible

and is responsible for their direction and coordination only.

Civil Air Patrol to Hold Annual Search & Rescue Exercise at St. A. June 15-18th

Board.

WARNING: The water of lesser is fitted to give warnings to farm workers when

\[ \text{Emergency Preparation} \]

\[ \text{Civil Air Patrol to Hold Annual Search & Rescue Exercise at St. A. June 15-18th} \]

\[ \text{Board.} \]

\[ \text{WARNING: The water of lesser is fitted to give warnings to farm workers when} \]

\[ \text{Emergency Preparation} \]

\[ \text{Civil Air Patrol to Hold Annual Search & Rescue Exercise at St. A. June 15-18th} \]

\[ \text{Board.} \]

\[ \text{WARNING: The water of lesser is fitted to give warnings to farm workers when} \]

\[ \text{Emergency Preparation} \]

\[ \text{Civil Air Patrol to Hold Annual Search & Rescue Exercise at St. A. June 15-18th} \]

\[ \text{Board.} \]

\[ \text{WARNING: The water of lesser is fitted to give warnings to farm workers when} \]

\[ \text{Emergency Preparation} \]

\[ \text{Civil Air Patrol to Hold Annual Search & Rescue Exercise at St. A. June 15-18th} \]

\[ \text{Board.} \]

\[ \text{WARNING: The water of lesser is fitted to give warnings to farm workers when} \]

\[ \text{Emergency Preparation} \]
The following is a resume of the various airports that are presently upgrading their facilities through the federally-sponsored Airport Development Aid Program (FAAP) and additional help in funding from the North Dakota Aeronautics Commission. General Aviation Airports are divided into 4 classifications which are Basic Utility - Stage I, which accommodates about 75% of the propeller aircraft under 12,500 pounds. Basic Utility - Stage II type of airport accommodates about 35% of propeller aircraft under 12,500 pounds. The third class is General Utility, an airport of this type will accommodate substantially all propeller aircraft of less than 12,500 pounds.

If the airport can accommodate general aviation aircraft over 12,500 pounds, it is usually referred to as General Transport Airports.

**BEACH: Construction work has begun on an airport 2 miles east of Beach, N.D., which is being built by the Golden Valley County Airport Authority. A hard surfaced NW-SE runway of 3400' x 60' plus a 150' x 150' ramp with a connecting taxiway of 300' x 30' will be constructed. An access road of 850' x 24' is included in the project, as well as purchase of land and clear zone avigation easements, a wind cone and segmented circle and runway marking. Cost of the entire project will be approximately $132,000.**

**BOWMAN:** Finishing touches are being made to one of the better General Utility class airports in the state. The Bowman Municipal Airport Authority started the project several years ago and when the facility is completed, it will be Bowman County Municipal Airport Authority that will take over from the City Airport Authority. The financial obligation to build and operate the airport was more than the City could bear, so a County Airport Authority was created to provide the proper taxation base.

**COOPERSTOWN:** Overlay widened and extend the present runway to 3500' x 60', also overlay the taxiway 300' x 30', the runway 3500' x 150' and parallel entrance 500'. Land will also be bought for the extension and clear zone avigation easements. The entire project is estimated to cost approximately $163,000. A recent proposal to create a Regional Airport Authority, consisting of the County of Griggs and the City of Cooperstown failed to pass a vote by the Griggs County Board of County Commissioners. The City Commission of Cooperstown was in complete agreement in favor of the proposal.

**DICKINSON:** A $13,200 planning grant has been issued to the City of Dickinson by the Federal Aviation Administration. The purpose of the grant is to ascertain what exactly is needed by the City in an airport facility for the future and to guide the Airport Authority in long-range planning.

**ELLENDALE:** A major expansion is being planned for the Ellendale Municipal Airport by the newly created Ellendale Municipal Airport Authority. A new First has also been established in Airports Authorities, in that a woman has been named as chairman, or is it chairman? She is chairman. Mrs. Lois Ellington of Ellendale was named to a 5-year term with Ralph Holle; a 4-year term, Ervin E. Raymond; a 3-year term; Warner O. Kirkeby 2-year and Glenn P. Larson to a 1-year term.

The expansion involves purchase of 77.5 acres of land for a new NW-SE runway and 27.4 acres of avigation easements to protect the runway on both ends. The avigation easements are of the larger type, allowing for future non-precision instrument approaches.

The NW-SE will be 3500' x 60' hard surfaced with a 150' x 200' ramp and 270' x 30' connecting taxiway. A paved entrance road of 2300' x 22' is also planned, as well as wind cone, segmented circle, tie-downs and fencing. The entire project is expected to cost approximately $225,000.

**FORT YATES:** This project undoubtedly has been one of the most and longest delayed projects on the planning board, being first proposed in late 1969. It is unique in that it is 100% federally funded, being 75% FAA and 25% Economic Development Corporation.

The delay resulted in the moving of the site to a new and better site south of the City of Fort Yates across a bay of water that surrounds the City.

Construction work is expected to start within a month with Northern Improvement, the contractor. This $292,000 project involves construction and paving of a NW-SE 3700' x 60' runway with a 200' x 200' ramp, 590' x 40' connecting taxiway; a 3300' x 24' entrance road, also paved plus wind cone, segmented circle, runway marking and tie downs and fencing. A 3400' x 120' turf NW-SE crosswind landing strip will also be constructed.

**GLEN ULLIN:** Plans are being formalized for an expansion at this airport, after several years delay, caused by some severe problems. The present site, an old CAA Emergency landing field is hemmed in by a railroad, a creek and highway on the north, a road and creek on the east and a road and expensive bridge on the south.

The only alternative left was to remove a dam and drain an impoundment on the northwest side of the field. Plans call for the removal of the dam which will be replaced by the runway embankment, which then will become a flood control structure only.

The new runway alignment then would be more aligned with the prevailing wind to the NW x ESE.
Engaging with the local community is crucial to this project. Effective communication and engagement with the community can lead to a more successful outcome. The community will be informed of the project's progress through regular updates and public meetings. This will help to build trust and ensure that the community is satisfied with the project.

The project is expected to commence in the first quarter of 2023 and is scheduled for completion by the end of 2024. During this time, the community will be consulted on various aspects of the project to ensure that their needs and concerns are addressed.

The project is funded through a combination of government grants and private funding. The local community will be involved in the decision-making process to ensure that the project meets their needs.

Overall, the project aims to enhance the local community's quality of life and contribute to its sustainable development.
The Mott Airport Authority has also received a FAA allocation of funds to proceed in the paving of a NNW-SEE 4000' x 60' runway, a ramp of 150' x 100' with connecting taxiway of 670' x 30'. If the proposed time table can be met, construction could be accomplished by late Fall. $120,000 has been allocated for the work and Tri-State Engineering of Bismarck is the engineering firm on the job.

NEW TOWN: The Consulting Engineering firm of Webster-Foster & Weston of Williston has been retained by the New Town Municipal Airport Authority to study means of expanding the present 2800' landing strip to a Basic Utility II length and to hard-surface the necessary 3700' x 60', a larger ramp and connecting taxiway will also be built.

OAKES: A new and energetic airport authority formed last year under the able leadership of Bill Watkins, Chairman, have their work defined for them in that the airport must again be moved. It being the second time in less than 10 years. Problems stemming from the creation of an irrigation district and the conflicting land usage prompted the move. Bill Watkins has the able help of Don Pfieffer, Lester Trunka, Harris Miller and John Bredbach. Land will be acquired for the new airport north of Oakes several miles and 235 acres will be purchased. A 3400' x 60' paved runway; 150' x 300' ramp area with a connecting 30' x 380' will be constructed. A wind cone, segmented circle, runway marking, fencing and tie-downs will complete the project.

Estimated costs will be approximately $275,000.

PARK RIVER: With the purchase of 185 acres of land, the Park River Airport Authority will be constructing and paving a NW-SE runway of 3100' x 60' with a 150' x 200' ramp and connecting taxiway a 2500' turf landing area will also be constructed. With the addition of a segmented circle and wind cone, the project including the cost of the land will be approximately $242,000.

The site will be the same site that has been used as an airport the past 20 years, being the former Skjerven Airport and now occupied by Burnell Trottergruben.

PENBINA: This City formed the most recent Airport Authority after having an Industrial Commission supply the financial support for the past 20 years. Named to the Authority are Jack Woods as Chairman, Tom Nord, Dick Garringer, Ross Turner and Roman Morin as members.

The Authority will have as their most immediate problem, the securing of FAA and State participation in funding for an overlay of the principal runway.

ROLLA: With the moving of the golf course off the airport, to a new site, the last obstacle preventing participation of Federal-aid has been overcome and it is expected that the Rolla Airport Authority will move to start an expansion project.

** **

NEW OPERATIONS PERSONNEL AT FARGO GADO

Walter Towle, who recently joined the staff in operations at the Fargo GADO last month is a former Stockton, California resident. Towle started in aviation in Stockton in 1956 learning to fly and receiving all of his ratings there. He worked for a FBO in Stockton until 1965, holding the position of Chief Pilot for the Flight Instruction section and as an Air taxi pilot. The firm did extensive off-shore work on both coasts.

From 1965 to 1969, he managed another operation for the same firm at Lake Tahoe, Calif. In 1969 he joined the FAA and was stationed at Salt Lake City, Utah until he transferred to the Fargo position. Mrs. Towle, whose first name is Mae, is formerly from Taylorsville, Illinois. They have a family of 3 children.

** **

NORTH DAKOTA FSS CHIEF RETIRES

Joe Gould, Chief of the Grand Forks Flight Service Station retired from the FAA in mid-May on completion of 37 years of federal service, including 6 years in the U.S. Navy.

He entered the CAA/FAA in Alexandria, Minn. and at one time or another, worked in all of North Dakota FSS facilities. He came to Grand Forks from Cincinnati in 1946, was promoted to chief of the Jamestown FSS in 1952 and moved on to the Grand Forks chief position in 1970. He has a wide host of friends among North Dakota pilots and always one of the best stations in the upper midwest.

Joe and his family will be building a year around home on Lake Beltrami in the Bemidji, Minnesota area. Any North Dakota pilot will always be welcome to stop in for coffee, if we know Joe, he will always have the coffee on. We wish him the best of everything in his retirement.

** **

NEW PILOT SERVICE FOR PILOTS IN BOWMAN TELEPHONE EXCHANGE AREA

A new pilot service has recently been initiated within the Bowman telephone exchange area. Pilots may now obtain pre-flight weather briefings and file and close flight plans by dialing "Operator!" and asking for ZENITH 2589. The caller will then be connected, without charge, to the Dickinson Flight Service Station according to E.R. Marvin, Chief, Dickinson Flight Service Station.
Pilot Service - continued

**LISTING OF DESIGNATED EXAMINERS**

The following is a list of designated pilots and their credentials:

**Examiner/Class/Level**
- (First Name) (Last Name)
- [Rating] [Level]
- Phone: [Phone Number]
- Email: [Email Address]

**New FAA's Relating to Transponders**

[Text not legible]

**Terminal Control Area (TCP) Designated for Miniflight**

[Text not legible]

---

**NOTICE OF DISCONTINUITY**

Due to several factors affecting the system's performance, the FAA has decided to discontinue the primary flight service.

---

**Terminal Control Area (TCP) Designated for Miniflight**

[Text not legible]
NORTH DAKOTAN NAMED AS FLIGHT INSTRUCTOR OF THE YEAR FOR 1973

Elton Lee Barnum, associate professor and chief flight instructor for the University of North Dakota, has been selected as Flight Instructor of the Year for 1973 for the Rocky Mountain Region.

Barnum was competitive for this award with seven district winners from the six states of Colorado, Montana, Wyoming, North Dakota, South Dakota and Utah. Barnum now holds the coveted title in recognition as FAA's national Flight Instructor of the Year. Lee as he is known by many, was instrumental in setting up the curriculum and managing the first civilian Vocational Aircraft and Powerplant School in North Dakota before being hired by the University.

** * * * *

OK AVIATION RECEIVES FAA CERTIFICATE FOR FLIGHT TRAINING - INSTALLS LATEST IN FLIGHT SIMULATORS

According to Robert Bennett, Chief of Operations, OK Aviation of Bismarck, N.D. has their Air Agency Certificate to offer flight training for Private and Commercial Certificates, plus Instructor and Instrument ratings. The school, a Cessna Pilot Center, uses the programmed individualized approach. The student listens on a cassette to each lesson, then reads about it before entering the plane with their instructor.

Bennett said the firm has also purchased and installed a new Frasca 101 flight simulator, which will aid in training pilots for their advanced ratings. The $24,000 trainer was acquired by OK Aviation as an extension of their present training facility, to enable all pilots to further their skills, Bennett added.

In addition to the flight training, OK Aviation has an FAA approved maintenance repair station. They also offer aircraft sales, air taxi, rental aircraft and air ambulance.

---

AIRCRAFT & POWERPLANT VOCATIONAL SCHOOL OPENS AT HECTOR FIELD, FARGO, ND. ALSO APPROVED REPAIR STATION #004-10

Okato Aero Tech, Inc. has established a repair station and aircraft mechanic school both approved by Federal Aviation Administration, in the hangar formerly used by Kundert Aviation Vocational School at Hector Airport, Fargo.

Anyone interested in attending the school is invited to write, or call the school and ask for Mr. Kundert for more information. Their address is Hector Field, Box 5934, State University Station, Fargo, N.D. 58102, Telephone 773-5285.

The firm also does maintenance, repair and overhaul work on all makes and models of aircraft, plus static system and altimeter testing, magnetic particle and fluorescent penetrant inspection, aircraft magnetos and carburetor work.

The company employs three FAA ASP and two FAA IA aircraft mechanics. Gordon W. Person is manager and president; Duane G. Johnson, vice president and shop manager; and Yvonne Barney, office manager and secretary-treasurer.

Mr. Person received the North Dakota Mechanic of the Year awards in 1973 and 1970 and Johnson the 1968 award. Both received Mechanic Safety Award citations from the FAA in 1973.

** * * * *

LAKE REGION AVIATION, INC. OF DEVILS LAKE IS FAA CERTIFICATED AS REPAIR STATION 004-S WHICH INCLUDES RADIO

Harold Parkins, manager of Lake Region Aviation Inc. states that with the present ratings, the firm will be able to service and repair most general aviation aircraft, engines and navigation and communications radios. He said that the stock of rotating beacons, strobe lights, ELT's, factory remanufactured exchange magnetos, new exchange vacuum pumps, IFR exchange altimeters, exchange alternators and starters, as well as the usual miscellaneous airframe and engine parts will allow one-day service on most repairs and annual inspections.

** * * * *

AIRPORT GRANTS

Bismarck Municipal Airport - received an FAA grant of $1,753,244 for land and clear zone easements for the Bismarck Municipal Airport.

Hector Airport, Fargo - received an FAA grant of $217,500 for paying 75% of the cost of reconstruction of its terminal apron and apron access taxiways.

Mohall County Authority received a grant of $113,323 for paying 75% of the cost of paving a NW/SC runway 8,100 ft. x 60 ft., paving apron and for land and clear zone easements. The grant was received a grant of $10,000 for its general aviation paving project from the State Aeronautics Commission.

Pembina Municipal Airport - has completed the installation of airport runway s. taxiway lights in which the State Aeronautics Commission paid 50% of the cost.

Wishek Airport Authority - has completed installation of airport runway lights in which the State Aeronautics Commission participated in 50% of the cost.

Minor Airport Authority - has completed installation of airport runway lights in which the State Aeronautics Commission paid 50% of the cost.

TERMINAL BUILDING: The City of Grand Forks has awarded a $272,297 general contract for an expansion of the terminal building at the Grand Forks International Airport.

** * * * **
FIRST CLASS

BISMARCK, NORTH DAKOTA 58501

NORTH DAKOTA AERONAUTICS COMMISSION

May/June '93, Conduct OK Air Tour, Dickinson, N.D. Tel.: 701-228-5402


FOR SALE: 1966 Piper Transeo, 1,600 T.I., Carefull owner, 1,000 T.I., annual. Fresh paint, 250 annual. $3,000.


FOR SALE: 1966 Mooney M-20C, 1,000 T.I., Careful owner, 900 T.I., annual. Fresh paint, 250 annual. $2,000.
