

Vernon H. Seizner, Editor  
STATE OF NORTH DAKOTA



COMMISSIONERS:  
JOHN P. WHEELERMAN, ELLENDALE  
CHAIRMAN  
WARD WHITMAN, ROBINSON  
VICE CHAIRMAN  
JACK M. DANIELS, WILLISTON  
SECRETARY

ALFRED C. PIETROCH, MINOT  
JOHN D. SDEGARD, GRAND FORKS

HAROLD G. VAVRA  
DIRECTOR

## AERONAUTICS COMMISSION

BOX "J", BISMARCK, N. DAK. 58501

TELEPHONE 701-224-2748

MAY - JUNE 1974

### 1974 AEROSPACE EDUCATION WORKSHOP AT DICKINSON STATE COLLEGE - MAY 30TH TO JUNE 11TH

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 \$10.00 each, for teachers enrolling in 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 Ziemann, 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 Carrington, N.D. The four aircraft will have various bases throughout the season at Carrington, 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 service 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.

\* \* \*

NEW EPA REGULATIONS ON ENTERING FIELDS AFTER BEING TREATED WITH PESTICIDES

The U.S. Environmental Protection Agency (EPA) has adopted regulations effective June 10, 1974 relating to occupational safety and health standards for persons or farm workers entering fields that have been ground or aerial sprayed with certain "Ag" pesticides.

The rules provide that the owner or lessee shall not permit the application of a pesticide chemical in such a manner as to directly or through drift expose farm workers or other persons, except those involved in the application. The area being treated must be vacated by unprotected persons.

Field Re-entry Times: No owner or lessee shall permit any worker to enter a field treated with pesticides until sprays have dried or dusts have settled, unless exempted from such requirements or in accordance with the re-entry time set for certain pesticides.

Pesticides containing the following active ingredients have a re-entry time of at least the interval indicated:

	Hours Before Re-entry
Ethyl parathion - - - -	48
Methyl parathion - - - -	48
Guthion - - - - - - - -	24
Demeton - - - - - - - -	48
Azodrin - - - - - - - -	48
Endrin - - - - - - - -	48
Ethion - - - - - - - -	24
EPN - - - - - - - -	24

WARNINGS: The owner or lessee is required to give warnings to farm workers when a field is expected to be treated with such pesticides. The warning may be oral or by posting warning signs at the usual points of entrance to the field or on bulletin boards.

\* \* \* \* \*

CIVIL AIR PATROL TO HOLD ANNUAL SEARCH & RESCUE EXERCISE SAT. & SUN. MAY 18-19TH

The North Dakota Civil Air Patrol Wing with the support of its 11 squadrons will be holding their annual evaluation Search & Rescue (SAR) over the weekend of May 18, 19, 1974. Dickinson, Minot and Grand Forks have been designated as the bases that the exercise will be carried out from, according to Col. Erling Nasset, Wing Commander of Fargo, N.D.

Nasset asked that all CAP members contact their Squadron Commanders and lend their support, inso that enough manpower be available to adequately man all positions and place aircraft in the air to find the simulated downed aircraft and solve other logistic problems. Nasset made a special point of inviting aircraft owners to join the organization as additional aircraft are badly needed. He stressed it is entirely voluntary and that owners of aircraft that join CAP, need to respond to a actual search and rescue at their discretion and convenience only.

\* \* \* \* \*

KENNETH REED OF COMMANDER AVIATION MAKES AUSTRALIAN TRADE SYMPOSIUM

Commander Aviation of Bismarck, who have used the services of Max Conrad in ferrying of aircraft that they exported to Australia, recently sent Kenneth Reed down under to explore the selling and exporting of aircraft and accessories to that country.

Reed attended the International Symposium of U.S. Manufactures of General Aviation Aircraft at Marchador, Queensland, Australia. The symposium was sponsored by the U.S. Trades Association of Washington, D.C. Ken said that while in Australia, he also visited Mr. Graham McCaneley, a large rancher, who had purchased the Counter Rotating Robertson STOL Twin Comanche 852J that Max Conrad had ferried over. A point of interest is that Mr. McCaneley, who is also President of the Brahama Breeders of Australia, owns a ranch of 160 sections of land. Reed said that he was also the guest of Keith Barlow, President of SEEDAIR LTD of Rock Manpton on a 6-day fishing trip on the great barrier reef 150 miles out. Never been so motion sick in my life, he added.

\* \* \* \* \*

NORTH DAKOTIAN APPOINTED ONE OF THE NATIONS 9 MOONEY DISTRIBUTORS

Alfred Pietsch of Pietsch Flying Service has informed us that he is one of 9 distributors that have been chosen by the newly reorganized Mooney Aircraft Co. of Kerrville, Texas.

The area that his firm will be serving is the upper Northwest of the U.S. and includes the States of North and South Dakota, Montana, Washington, Oregon, Idaho Utah and Wyoming.

Dealerships will be set up to serve the public and production of the proven design is scheduled at 148 aircraft this year by the Acquisition Department of Republic Steel.

Pietsch is well known in aviation circles in North Dakota, besides operating a FB0 in Minot, being a member of the North Dakota Aeronautics Commission, he keeps himself sharp by crop spraying and acrobatic flying in air shows throughout the area in his homebuilt Starduster II. He has been invited to fly in the Moosejaw show in Canada June 23rd and in the big Abbottsford Air Show the last week in August.

\* \* \* \* \*



## 75% FEDERAL FUNDING ADDS IMPETUS TO NORTH DAKOTA GENERAL AVIATION AIRPORT CONSTRUCTION PROGRAM

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 95% 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 hardsurfaced 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 of airports in the state. The Bowman Municipal Airport Authority started the project several years ago and when the facility is completed, the Bowman County Municipal Airport Authority 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', apron 150' x 150' and pave entrance road. 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 Airport Authorities, in that a woman has been named as chairman, or is it chairwoman or chairperson. Mrs. Lois Bolliger of Ellendale was named to a 5-year term with Ralph Holte; a 4-year term, Ervin E. Raymond - 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' hardsurfaced 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 SW-NE 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 WNW x ESE.



## AIRPORTS - continued

GRAFTON: One of the larger projects proposed for construction in 1975 will be revamping of the present airport at Grafton, N.D. Estimate to cost well over \$500,000, the proposal will include the construction and paving of a new E-W of 3900' x 75'; the relocation of the present N-S to include and extend to 3900' and widening to 75'; overlaying of the taxiway and apron; construction of additional taxiway and the installation of medium intensity landing lights plus VASI on both of the runways.

HETTINGER: Construction will be starting within the month on the latest General Utility airport in North Dakota. Schultz & Meier Construction of Dickinson are contractors on the \$360,000 project. 60 acres of land were purchased to lengthen the present NW-SE runway. Plans and specifications call for the removal of all the old hardsurfacing and the reconstruction of a new 4200' x 75' NW-SE runway, with a 150' x 200' ramp; a 953' x 30' connecting taxiway; 797' x 20' hangar taxiways plus an access road of 123' x 20'; wind cone and segmented circle, runway marking, tie downs, fencing and a equipment storage and maintenance building. Tri-State Engineering of Bismarck is the engineering firm on the project.

HILLSBORO: The next to the latest Airport Authority formed is the Hillsboro Municipal Authority by this Red River Valley City. Named to the Authority are the following: Dennis Bondy, 3-year term as Chairman; Harry Eisenbeis, 5-year term; Fred Pearson, 4-year term; Ronald Stuart 2-year term and Duke Wyle, 1-year term.

The Authority lost no time after organization in deciding on a course of action. Plans are to ask for Federal and State-aid in the purchase of land and the construction of an airport on a new site. Expenditures will be in the range of approximately \$200,000 to \$225,000 on the project. Houston Engineering of Fargo has been retained as the engineering firm.

KENMARE: According to Edgar Miller, Chairman of the Kenmare Airport Authority, plans are being studied for the paving of 3050' x 60', the present E-W runway, with a ramp of approximately 150' x 200' and connecting taxiway. The landing area was graded several years ago under a federal project. Miller said that North Central Engineers of Jamestown, N.D. has been retained as Engineers for the work and that he hoped that the work could be accomplished in 1975.

LINTON: Construction is in progress at Linton in the building of a MNW-ESE 3100' x 60' paved runway; 100' x 200' ramp and 250' x 30' connecting taxiway. Border States Construction of Fargo, N.D. are the contractors. Earthwork has been subcontracted to Candee-Construction of Dickinson, N.D. Land has been purchased for the extension and clear zone avigation easements have been secured for protection of the approaches on both ends of the runway. A segmented circle and wind cone, as well as tie downs and runway marking are included in the project.

LAKOTA: This Nelson County city has shown surprising growth the past few years in based aircraft and should qualify for Federal Aid. Under the National Airports System Plan (NASP) 100 points are needed to qualify to be included in the plan, as well as being 30 minutes of normal driving time from the nearest other plan airport. Points are given at the rate of 10 points per engine. With this formula, 4 single engine aircraft and one twin would be counted as 60 points. The other 40 points could be picked up under a formula of 10 points for each 200 transient operations.

LANGDON: This airport qualified for Federal Impact funds because of its proximity to the Anti-Ballistic Missile site at Nekoma, N.D. In doing so, the recent project at Langdon received 100% Federal-Aid, receiving 75% FAA and the 25% balance from the impact allocation. At a cost of \$134,000, additional apron space of 150' x 330' was added, as well as overlaying of the old apron and taxiway. The taxiway was also widened to 40 feet. North Central Engineers of Jamestown are the engineering firm.

MANDAN: Land will be purchased to enable the Mandan Airport Authority to displace the present NW-SE runway centerline to the NE, a distance of approximately 600 feet and construct a new NW-SE 4000' x 75'. Large size clear zone avigation easements will also be provided so as to allow future non-precision instrument approaches. Additional taxiway extensions will be added to the present NW-SE runway, which then will become a taxiway to connect to the new runway. Toman Engineering of Mandan are consultants on the project, which is estimated, will have a cost run of approximately \$250,000. A crosswind NE-SW turf landing area of 3500' x 150' will also be constructed.

MOHALL: An FAA allocation of funds has been received by the Mohall Airport Authority for the municipal airport improvement project. Plans call for a late fall construction of a 3100' x 60' NW-SE runway with a 100' x 200' ramp and 30' x 250' connecting taxiway. Purchase of land for the extension, as well as the large type of avigation easements, runway marking, wind cone and segmented circle and tie-downs bring the cost to about \$122,000. Wold Engineering of Bottineau is the Engineering firm on the project.



## AIRPORTS - continued

MOTT: The Mott Airport Authority has also received a FAA allocation of funds to proceed in the paving of a WNW-ESE 4000' x 60' runway, a ramp of 150' x 100' with connecting taxiway of 270' 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 Millston 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 Pfeiffer, Lester Trnka, Harris Miller and John Breitbach. 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 Skjervsen Airport and now occupied by Burnell Troftgruben.

PEMBINA: 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 Gearringar, 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 FB0 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 4 North Dakota FSS facilities. He came to Grand Forks from Cincinnati in 1946, was promoted to chief of the Jamestown FSS in 1962 and moved on to the Grand Forks chief position in 1970. He has a wide host of friends among North Dakota pilots and always ran 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.

The Grand Forks FSS Gang

\* \* \* \* \*

## 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.

NEW PILOT SERVICE - continued

When using this service, in order that we may provide a complete briefing, please be prepared to give us your ETD, type of aircraft and route of flight. Also needed is the caller's name and/or aircraft number. If possible, avoid calling between H<sub>2</sub>45 AND-ON-THE-HOUR, the Specialist is busy during that period with weather observing duties.

\* \* \* \*

LISTING OF DESIGNATED EXAMINERS

The following is a current list of Designated Pilot Examiners and their ratings:

Lee Barnum	Grand Forks, N.D.	Tel: 777-2791 - Instruments
Vincent Cartwright	Minot, N.D.	Tel: 838-4259 - Airplanes
Earl Dahl	Fargo, N.D.	Tel: 237-4005 - Airplanes
Ron Ehlers	Dickinson, N.D.	Tel: 225-5856 - Airplanes
Lyle Hilden	Bismarck, N.D.	Tel: 258-5610 - Airplanes
Larry Larson	Fargo, N.D.	Tel: 232-1491 - Airplanes, Instruments, Multi-Engine, PA-34
Beth Lucy	Jamestown, N.D.	Tel: 252-4020 - Airplanes
Jack Luther	Mohall, N.D.	Tel: 756-6174 - Airplanes
Jim Peterson	Fargo, N.D.	Tel: 237-0123 - Instruments
Al Pietsch	Minot, N.D.	Tel: 838-4092 - Airplanes
Jim Smith	Grand Forks, N.D.	Tel: 775-0940 - Airplanes, Instruments or 777-2777
Bob Wood	Grand Forks, N.D.	Tel: 772-1734 - Airplanes, Multi-Engine, Cessna 310 & Piper PA-23

\* \* \* \*

NEW FAR'S RELATING TO TRANSPONDERS

Transponders installed after January 1, 1974 in U.S. registered aircraft, must meet specified TSO standards; and Transponders operated after January 1, 1976, must have been tested and inspected within the previous 24 months and found to comply with FAR 43, appendix "F" (FAA Amendment adopted December 28, 1973).

TRANSPONDERS AND ALTITUDE REPORTING EQUIPMENT will be required on all aircraft operating within Group I Terminal Control Areas (TCA) after July 1, 1974 and after January 1, 1975 will be required for flight into Group II and III Terminal Control Areas and all controlled airspace in the 48 contiguous states above 12,500 ft. MSL, excluding the airspace at and below 2,500 ft. AGL.

\* \* \* \*

TERMINAL CONTROL AREA (TCA) DESIGNATED FOR MINNEAPOLIS

Effective since February 28, 1974, Minneapolis, Minnesota (Primary Airport-- Minneapolis-St. Paul International Airport) has been designated by the FAA as a Group II Terminal Control Area (TCA). Four boundaries have been designated. Area "A" is all airspace extending from the surface to and including 8,000 ft. MSL within a 6-mile radius of Minneapolis-St. Paul International Airport; Area "B", all airspace extending upward from 2,300 ft. MSL to and including 8,000 ft. MSL within a 8.5 mile radius of airport, excluding area "A"; Area "C" all airspace extending upward from 3,000 ft. MSL to 8,000 ft. MSL within a 12-mile radius, excluding areas "A" and "B"; and Area "D", all airspace upward from 4,000 ft. MSL to 8,000 ft. MSL within a radius of 20 miles of airport excluding areas A, B. and C.

\* \* \* \*

TERMINAL CONTROL AREA (TCA) DESIGNATED FOR DENVER

Effective since March 28, 1974, Denver, Colorado (Primary Airport - Stapleton International) has been designated by the FAA as a Group II Terminal Control Area (TCA). Six boundary areas have been designated, each with a rather long and complex description using avenues, highways and other criteria, too long to be published in this Newsletter.

\* \* \* \*

NOTICE OF DISCONTINUED AIRSTRIP

Melvin Wagner, Rhame, N.D. announced that he has discontinued the Rhame Private Airstrip located 3 mile southwest of Rhame and aircraft should not attempt landing there, since this airstrip is abandoned.

\* \* \* \*

NORTH DAKOTA WEATHER MODIFICATION ASSOCIATION APPOINTS LEGISLATIVE COMMITTEE

The N.D. Weather Modification Association appointed a ten-man legislative committee, which held its first meeting on May 6th. The group laid out an outline of a proposed legislative bill to be presented to the N.D. Legislative Council in July or August this year, which will provide for state matching funds for counties, which have created a County Weather Modification Authority.

\* \* \* \*



# 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, Colorado, Montana, Wyoming, North Dakota, South Dakota and Utah.

Barnum now is eligible for consideration 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 OF BISMARCK 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 #D04-10

Dakota 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 more information. Their address is Hector Field, Box 5534, State University Station, Fargo, N.D. 58102, Telephone 237-5305.

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 A&P and two FAA IA aircraft mechanics. Gordon W. Person is manager and president; Duane C. 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 D04-5 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 light aircraft, engines and navigation and communications radios. He said that his 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 \$1,255,244 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 taxilways.

Mohall Airport Authority received a grant of \$113,323 for paying 75% of the cost of paving a NW/SE runway 3,100 ft. x 60'ft., paving apron and for land and clear zones. Mohall also has 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 & 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.

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

TERMINAL BUILDINGS: 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.

\* \* \* \* \*



FOR SALE: 1946 Luscombe 8E, 85 HP, full electrical, fresh annual. Call Fargo at 701-232-6846. \* \* \*

FOR SALE: 1964 Pawnee 235, 1212 Since major, all AD's complied. Contact Arnold Widmer, Crete, N.D. 58020, tel: 753-7831 \* \* \*

FOR SALE: 1967 Beech Travel Air, original paint just like new, propellers just overhauled, annual just finished in Omaha by Airkaman, A-P coupled, 2-VOR's plus Nav. 1, Nav. 2, Relief tube, excellent tires, alcohol propellers, earphones and boom mike, new ELI, many extras. Contact Earl Branick, Fargo, N.D. 58102, tel: 701-235-8264 or 235-5559 or contact Jim Peterson, Flight Development, Inc. at tel: 237-0123 \* \* \*

FOR SALE: 1970 Ranger Mooney; 1968 Statesman; 2-1970 Mooney Chaparral's; 1968 Mooney Executive; 1974 Mooney Executive; 1974 Citabria; 1972 American Trainer; 2-1973 American Trainers; 1974 Trainer and one 1973 American Traveler, 1974 American Traveler. Contact Pletsch Flying Service, Minot International Airport, Minot, N.D. 58701, Tel: 701-838-4092 \* \* \*

FOR SALE: 2-1974 Cessna 150's, commuters, 103TT, one blue & white, one gold & white with 197 TT. One 1974 Skyhawk 11, 305 TT, Skyhawk 11 Nav-Pack, 300 Nav-0-matic including DEH Gyros, turn coordination, 300 Nav Com. 360 CH Com. 160 CH Nav/w/VOR std. Contact OK Aviation, Bismarck, N.D. Tel: 701-258-5610

NORTH DAKOTA AERONAUTICS COMMISSION  
BOX U  
BISMARCK, NORTH DAKOTA 58501

FIRST CLASS

FOR SALE: 1972 Cessna 172, 1400 TT, will annual, Exe. cord, has true airspeed, beverage cup holder, Dual controls, Nav lite reflectors, grnd service plug, heated pitot, omni flash beacon, set two courtesy lites, primer system, verticle adjust front LH seat, alternate static ventilation system rear seat, all tinted windows. Priced right. Capital Aviation Corp., Box 1471, Bismarck, N.D. Tel: 223-0260 \* \* \*

FOR SALE: 1973 Navajo Chieftain, 575 TT, complete King Silver Crown package, full de-ice, air conditioning, altamatic 5 w/ Flight Director, cargo door, like brand new; 1971 Arrow 200, 9502.2, King 170, Transponder, Auto control 111, Sharp; 1958 Cessna 172, 575 on factory reman, brand new paint; 1950 B-35 Bonanza, 350 SMOH, Hyd prop, 3rd window, P. paint; 1969 citabria, 850 TT, MK111; 1969 Pawnee 260, 300 SMOH, High density; 1968 Pawnee 235, 1050 TT. Trade, Sell, lease, Finance - If you don't see what you are looking for, call Ken or Monroe. Our inventory changes daily. Commander Aviation Corp., Box 1014, Bismarck, N.D. 58501; Tel: 701-223-6862 or nites 223-3388 \* \* \*

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

WANTED: Wanted to buy a 60 gal Sorenson Spraying unit. Contact Ray Horne, Penn, N.D. Tel: 393-4495 \* \* \*