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NORTH DAKOTA
STATE DEPOSITORY
DOCUMENT

AVIATION NEWSLETTER

Vernon H. Beltzer, Editor

STATE OF NORTH DAKOTA

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Harold G. Vavra
Director

AERONAUTICS COMMISSION

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

Telephone 701-224-2748

NOVEMBER - DECEMBER 1974

N. D. AIRPORT BUILDING PROGRAM IN PRECARIOUS POSITION

Funding of Airport Development is falling short of actual demand in the U.S. by \$328 million dollars, FAA said last week. Meeting with industry representatives in Washington to plan for the future of the program because congressional authorization expires June 30, 1975, the FAA placed fiscal year 1975 demand at \$638 million. Total resources, however, amount to only \$310 million, of which \$40.1 million is being allocated to general aviation airports and \$270. million to air carrier airports. Actual demand is \$127.2 million for general aviation airports and \$511. million for air carrier airports.

Inflation is taking its toll in airport funds. FAA said that a \$280 million dollar airport program in 1970 when the Congress enacted the Airport/Airway Bill would now cost about \$540 million dollars today - a 92.8 percent increase.

The FAA is studying three possible management options concerning the airport program: (1) FAA maintains and improves the existing program; (2) FAA maintains and improves the air carrier portions and delegates general aviation airports to the states; and (3) FAA converts programs to block grants going to the states and larger airports. FAA is expected to recommend that Congress continue the existing federal-aid to airports program with some modifications. See listing of Airport construction and proposed construction in this Newsletter.

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FLIGHT INSTRUCTORS WORKSHOP TO BE HELD IN GRAND FORKS

The 7th Annual Flight Instructors Workshop is being held in Grand Forks, December 17, 18 and 19th. The FAA, University of North Dakota, Fargo GADO, and North Dakota State Aeronautics Commission will sponsor the workshop which will be held in the Lecture Bowl of the University Center.

The Flight Instructor Refresher Team from the FAA Academy will be giving their outstanding presentations on all areas of FAR's, IFR, and IFR instructional techniques, multi-engine and medical factors. Special sessions will be held by Fargo GADO on new Part 141.

Registration will start at 1500 hours on December 16th at the Holiday Inn, with happy hour starting at 1700.

Highlights for this year include three free lunches with presentations by Cessna, Beech and Grumman American, door prizes, and free refreshments. A generous supply of training materials will also be available.

Attendance for all 24 hours of the Workshop will normally be accepted for renewal of flight instructor certificates.

You will be receiving a brochure shortly with an application form. For more information, contact Dave Pishko, Box 8027, University Station, or call 701-777-2791.

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ELECTED FIRST VICE PRESIDENT OF NATIONAL AVIATION ASSOCIATION

Harold G. Vavra, director of the North Dakota Aeronautics Commission was elected first vice president of the National Association of State Aviation Officials at its annual meeting in October in Houston, Texas. Fritz Wolf, Administrator, Division of Aeronautics, State of Wisconsin was elected President. Paul Burket, Administrator of the Oregon Division of Aeronautics was elected second vice president. Vavra said the 1975 major goal of the national association was to work with the U.S. Congress to get the Airport/Airways Development Act renewed before its expiration on June 30, 1975. Federal-aid for airports authorization expires on June 30, 1975, unless renewed by Congress. Other commission members of NDAC attending the Houston meeting included Ward Whitman, Robinson, Chairman; Alfred C. Pietsch, Minot, Secretary and John D. Odegard, Grand Forks, Commissioner.

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The Aviation Department has been working diligently with representatives of the Bureau of Reclamation and the National Science Foundation in the preparation of the course material, guest lecturers, and required equipment for training weather modification pilots. The new course Introduction to Weather Modification (Aviation 330) is offered in the fall semester of 1974-75, and Advanced Weather Modification (Aviation 340) will be offered in the spring semester.

Robert Giacomelli will be Program Director of the UND's Weather Modification Pilots Training Program.

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FEE SCHEDULE CHANGES

Fee schedule changes proposed by Federal Communications Commission in Notice of Proposed Rule Making would have raised operator permit from present \$8. for indefinite period to \$10. for one year. Latest proposal would drop it to \$4. for indefinite period, is result of high court ruling against FCC in recent cable-TV case. Several FCC proposals changed as result, including aircraft station license previously proposed at \$40. for commercial use, \$20. for non-commercial, is now proposed at \$6. regardless of class of use. AOPA congratulates FCC for changes, advocates they go step further, as previously recommended: drop FCC licensing of stations in planes and pilots, as both already covered under FAA certificates, continue only type acceptance and frequency control. Deadline for comments to FCC extended to October 21. to FCC, Washington, according to Aircraft Owners & Pilots Association Newsletter.

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UNICOM PROBLEMS

Unicom problems now subject of FCC action, aimed at reducing congestion on presently used frequencies. FCC proposing ban on use of frequencies for ordering cabs, asking for hotel reservations, etc. AOPA to suggest these are valuable services to general aviation, recommend FCC expand use of little-used frequencies already set aside for Unicom functions (122.85, 122.95, 123.05). These, with 122.8, 122.9, 123.0, should be assigned to individual airports just as tower frequencies are assigned to towers. When 25 KHZ becomes common in general aviation airborne equipment, six more frequencies would be available. Deadline for comments is November 15, to Docket Section, FCC, 1919 "M" St., Washington, D.C. 20554 according to Aircraft Owners & Pilots Association Newsletter.

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TWO NEW GENERAL AVIATION AIRPORTS BUILT AND TWO EXPANDED AND PAVED IN STATE

At the close of the construction season in 1974, North Dakota had a net gain of 4 of the finest general aviation airports constructed.

A 3000' X 60' MNW-ESE runway with a connecting taxiway and ramp was built in Linton this past season, giving this south central N.D. city a number one facility. The runway has been sealed and painted and the Linton Airport Authority will be installing low intensity lights as soon as possible.

At Fort Yates, just across the Oahe Reservoir from Linton, the Standing Rock Sioux Tribe acting as sponsor, have built a 3700' X 60' NW-SE paved runway, on a completely new site. They have also paved a large ramp and connecting taxiway and have graded in a NE-SW turf landing area. Seeding and shoulder and slope work will perhaps remain to be completed in the spring. Low intensity lights will be installed later as they are not part of the project.

The Adams County Municipal Airport Authority, the successor to the Hettinger Municipal Airport Authority has as sponsor, just completed a 4200' X 75' NW-SE paved runway, with connecting taxiway and ramp at Hettinger, N.D. Low intensity lights remain to be installed on the runway. This work will be done by the Authority.

Beach, N.D. has finished a project that involved buying of a new site and moving the airport to a location east of that city, grading and double armor sealing of a 17' base for a 3400' X 60' runway, ramp and connecting taxiway.

At Larimore, the Larimore Airport Authority has hardsurfaced a 3000' X 50' NW-SE runway as well as a large ramp. This work was accomplished without any matching funds from the FAA Airport Development Funds. Low intensity lights have also been installed and the Morten Brothers, Jim and John, are operating a shop.

According to word received from Jim Morten, a paved runway was constructed one mile NE of the Milton R. Young Minnesota generating plant near Center, N.D. The runway which is open to the public is paved 3,000' X 40' with a 400' grass overrun on the NW end. The runway also has turnarounds on each end as well as at the midpoint of the runway. Low intensity lights are in the process of being installed. The runway was not graded table top level according to Jim and will require a little expertise on the pilot to effect a good landing.

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NEW HEAD OF MAINTENANCE IN FARGO GADO

Jim Brownfield, Maintenance Inspector at the Fargo GADO has been promoted to Manager of the General Aviation Maintenance Program. Brownfield replaces Lloyd Adams, who was promoted and transferred to the Denver Regional Headquarters Office as a Aviation Maintenance Specialist, according to Lee C. Mills, Chief of the Fargo GADO.

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INTERNATIONAL AERIAL APPLICATORS CONFERENCE SLATED FOR DECEMBER 3 - 7th AT LAS VEGAS

More than 100 exhibitors and approximately 2,500 agricultural aircraft operators, their wives, manufacturers, suppliers and others from throughout the world, will meet for the 1974 International Agricultural Aviation Conference December 3rd to 7th at Las Vegas, Nevada.

The meet which is sponsored by the National Aerial Applicators Association (NAAA) is keyed to the theme "World of Agricultural Aviation '74". Conference headquarters will be the Las Vegas Hilton and Las Vegas Convention Center.

The 100 exhibitors will display their products in 135 separate booths. In addition, 17 fixed-wing and helicopter agricultural aircraft will be on exhibit at the Convention Center.

Also featured will be seminars on a wide range of topics, including ecology, world trends in agricultural and forestry aviation, legislation, safety, chemical development, operating techniques, future aircraft design, insurance, pilot training, equipment design, operating techniques of the various countries represented, expectations of the agricultural aviation industry in the coming ten years, and management symposiums on engines and aircraft.

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NORTH DAKOTA AVIATION ASSOCIATION TO HOLD ANNUAL CONVENTION IN BISMARCK, JANUARY 23RD, 24TH & 25TH

As in the past, the North Dakota Aviation Association will be holding their annual convention in Bismarck at a earlier date so as to be able to inject input, into the legislative process, while the legislature is in session.

The Thursday, Friday and Saturday dates will allow the members to attend sessions and also contact their representatives and senators on vital legislation, if needed.

The convention will be held at the Holiday Inn which has greatly expanded its facilities by adding several hundred rooms.

According to Ron Ehlers of Dickinson Air Service, who is Convention Chairman, the Holiday Inn has reserved a block of fifty rooms earmarked for those that want to attend the convention. The Inn will hold these rooms available from now until two weeks before the Convention, so it is very important that if anyone wants rooms, to reserve well in advance. Remember that you should state that this is a NDAO reservation and if you wait too long and fall into the 2-week period, you will be competing with the general public.

The convention committee will be meeting in November to finalize the plans and a mailing will be made directly to the membership in November, according to Flip Miller, President.

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AVIATION MECHANICS REFRESHER SEMINAR PLANNED

The North Dakota Aeronautics Commission with the cooperation of the Fargo GADO and the help of Mr. Charles Maddox of Van Dusen, Inc., have planned and are sponsoring a 3-day Mechanic, Industry-oriented seminar at Bismarck, N.D. next March 18th, 19th and 20th. The meetings will be arranged so as to allow industry to send in their representatives Monday or Tuesday and depart Thursday or Friday, allowing greater flexibility in participation. Technical representatives of Spark Plug Companies; propeller, engine, airframe and electrical components are expected to be on hand to make the various presentations. Future mailings will be made directly to all registered mechanics, taken from the files of the Fargo GADO and Aeronautics Commission Offices. More information will also be published in future issues of the N.D. Aviation Newsletter.

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WINTERWISING AND WEATHERWISING

With the first blush of winter behind us and no reports of anyone hurting themselves or bending any metal, North Dakotans, as pilots, can congratulate themselves on the premise that "perhaps we are getting a little smarter".

This is the time of the year that a wary eye must be cast on the weather. Newcomers and old pilots better remind themselves that these are the months that a never-ending succession of lows, seems like one every 3 days, march out of Wyoming and either sneak across S.D. or stagnate, causing low ceilings and associated fog for North Dakota.

During the day, ceilings may lift, but with temperature and dewpoint soclose together, evenings have trapped many an unwary pilot, when evening temperatures drop as they inevitably do and fog forms. This coupled with early darkness, which must also be taken into account as something to add to winter flying tribulations. Don't forget that with early darkness, there is also the factor of very little twilight so allow plenty of time to make that landing at a unlighted field.

In the winter, time seems to evaporate, not only do aircraft engines need to be heated, many times they refuse to start. Allow an extra margin of time to play it safe. While heating that engine, make sure that not only are the cylinders heated, heat the accessory case and also make sure that the crankcase vent line is open and does not have condensation freezing it closed, as water vapors are being driven from the crankcase, as the engine is being heated. Assuming that it is dripping and is partly obstructed while heating, further engine operation in taxing and take-off could seal

WINTERWISING AND WEATHERWISING - continued

it over completely, which would then create a high internal crankcase pressure, which is reflected in an abnormal high oil pressure. This internal pressure can build up to the point that it will blow out crankshaft seals or if you are lucky, the pressure can relieve itself by blowing out the oil dipstick. If this happens, no sweat, as then the pressure drops down and the possibility of the engine oil being driven overboard, as is the case, when a crankshaft seal ruptures. Needless to say that an engine does not run long with an oil starvation.

While that engine is heating, inspect your aircraft for frost, snow or slush on the wings and empennage, some could have drifted inside the tail cone or propspinner in this country. Don't be suckered into thinking that it will burn off after you are airborne. What happens is that your airplane, can and often does, lift off in ground effect to several feet above terra-firma, but then no amount of further application of back-pressure of the yoke-wheel-stick or power application seems to provide the desired results. Drag is of course building up from zero at the start of the take-off run to a terrific amount and you will settle back down on the runway, providing that it was long in the first place, otherwise it may be in a completely hostile environment.

Since you have a little time before your aircraft is ready to be started, how about throwing a snowmobile suit, some overshoes, if you are not already wearing some, also mittens and a good cap and for good measure, a blanket of some sort in the baggage compartment of your aircraft. Supposing you were to land short of a runway and had to walk one mile in a 35-40 knot wind with a chill factor of -40, do you think you could make it in your oxfords, no headgear or good mittens, odds are that you wouldn't, especially in a N.D. wind.

Now that you have heated that engine properly, treat it as in other mild weather, start, don't overprime, if at all. Frosted plugs are the result of trying to make a start without any heat or insufficient heat. What happens is that the engine may not fire several times on each cylinder and then stop, because of moisture condensation inside the cylinder and on the plug, shorting it out, preventing it from firing. In severe cases, additional heat may not dry the plugs and they will have to be removed for drying.

Assuming that you succeeded in a successful start and become airborne, besides fighting ice crystals on your windshield and side windows, resulting in severely reduced visibility, compounded by the low angle of the sun, because of short days, you will also be plagued by carburetor ice and if flying in snow, beware of snow compacting in the induction system in some types of aircraft, if the ram air control is in the open position.

As you are about to land at your destination and if it is one of our many smaller fields, you suddenly remember you should have phoned ahead to check the field condition. It would have only cost 75 cents and could save you thousands in bent aircraft and injured people, in the event of a mishap. Remember, just because snow had been cleared yesterday, does not guarantee that overnight, severe drifting made finger drifts across the runway, which as a rule are rather firm and can remove landing gear, both fixed and retractable, in a most awesome manner. Another thing, don't assume because you can see grass sticking out of the snow, that it is only 2-3 inches deep, maybe nobody made that last cutting in the fall and the grass is 16 inches tall. This condition will also remove gear fast and it has happened at Border Airport. Conversely, don't assume that just because you can see what appears to be bare ground on 3/4 of the runway, that it is safe. What happens is that adjacent summer fallowed fields can and will drift dirt over the runway, covering 2 & 3 ft. snowbanks with a perfect trap for the unwary. Be very cautious about making a landing in the royal gorge type of snow removal jobs that are often made at some airports. This comes about by the street foreman of City X, who is also responsible for clearing the snow from the airport after all the streets and alleys are open, telling Joe to go out to the airport and plow out the runway, completely forgetting that Joe only came to work this fall. Of course, Joe has only plowed streets and alleys and he proceeds in the same fashion, making some of the deepest damn canyons that only clear your wing tips by scant feet. Imagine what can happen if you have some tricky crosswinds.

If you have purchased your first aircraft this past summer, don't forget to install the winterization kit and block off your oil cooler if necessary. Check with a knowledgeable mechanic on what is best. On the landing approach in cold weather, avoid severe and abrupt throttle changes, use the progressive reduction method to allow pistons to cool down. Finned cylinders can cool down quickly while a piston that has a concentrated mass needs more time, the fast cooling of the cylinder wall will reduce the diameter and cause piston scuffing, since the piston reduces size more slowly, so it is claimed.

On the ground at your destination, don't forget to plan on heat for your engine if you are staying any length of time. For shorter durations, that blanket we talked about for survival, will conserve heat, if stuffed in the bugeye cooling vents, better still, is one of the new plastic custom designed engine covers being sold. Now have a good trip home.

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FORMER HIGHWAY PILOT AGE 71, EARNS ADDITIONAL RATING OF COMMERCIAL GLIDER: Tom T. Bowen of Bismarck and places South, who retired 6 years ago from the dual capacity as Chief of the photographic section of the N.D. Highway Department and as its Chief Pilot, took time out from his busy retirement schedule to pick up his commercial glider pilot rating recently. Tom who is 71 had no problems keeping up with the younger members of the Prairie Buzzards Soaring Club, when it came his turn to run the wing of the glider and he also did his fair share as pilot of aerial tows in the Cessna 305A, which was used as the tow plane. Bowen who is falling behind in accomplishing things that he had planned to do in his retirement, allows that he is seriously thinking of hiring help to catch up.

NORTH DAKOTA FLYING FARMERS ELECT

The North Dakota Flying Farmers Association recently concluded a three-day convention at Jamestown with election of officers. Tom Hoggarth, Courtenay was elected president; Fred Gage, Oriska was named Vice President; Mrs. Clell Rambough, Braddock and Harold G. Vavra, Bismarck were re-elected treasurer and secretary of the group.

Mrs. Jeanne Rau, Medina was crowned Flying Farmer Queen for 1975 and Maxine Grieve, Buffalo was crowned farmerette for the coming year.

Mrs. Joyce Gensrich, Hutton was named Flying Farmer woman of the year. Clell Rambough, Braddock was selected Flying Farmer man of the year for his 26 years of service with the N.D. Flying Farmers Association.

New Regional Directors elected for two year terms of office included John Kirschman, Regent; Bob Chitwood, Alexander; Don Berge, Northwood; Tom Hoggarth, Courtenay and Donald Hartness, Gwinner, director at large.

The Ladies Auxilliary elected Mrs. Reta Gage, Oriska, President; Cheryl Hoggarth, Courtenay, Vice President and Martha Kirschman, Regent, Newsletter Editor.

128 Flying Farmers and their families attended the banquet Saturday night from North and South Dakota, Minnesota, Iowa, Wisconsin and the Canadian Provinces of Manitoba and Saskatchewan.

During the convention, 12 Flying Farmers took the FAA ground review and biennial flight review, which was given by flight instructors of Jamestown Aviation, Inc., and had their log books endorsed as required by FAA regulations in new Part 61.

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HINTS FROM IOWA

Cows face into the wind on hot days and away from the wind on cool days. This is because cows have sweat glands on their noses. To keep cool, a cow faces the wind and turns away when she wants to keep warm. On moderate days or when all else fails, look at the wind sock.

Cows, by the way, are probably the number one source of air pollution in the U.S. According to the Environmental Protection Agency, U.S. cows burp 50 million tons of hydrocarbons into the atmosphere every year. At that rate, it would only take ten cows to supply enough energy to heat a small house.

Maybe all those people who complain about airplane emissions should go back to the farm.

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IS THIS WHAT GENERAL AVIATION PILOTS ARE REALLY LIKE?

Business Aviation recently published the results of a study which compares the personality traits of male navy jet pilots, male GA pilots and the average US adult male. Both pilot groups scored significantly higher than the average US male in achievement; tendency to talk about personal adventures and argue for their point of view; ability to do new things and interest in the opposite sex. The pilot groups scored significantly lower on their willingness to do what is expected, organizational ability; participation in groups; need for other's help and willingness to accept blame, assist others and work hard at a task.

The researchers who conducted the study concluded that the pilot is the active masculine male who is strong, competent and adventuresome. Thus, his highly stereotyped-image is fairly accurate.

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UND WEATHER MODIFICATION PROGRAM REBUILDING OLD TOWER TRAILER

The Aviation Department is diligently re-working the Trailer which formerly served as the portable air traffic control tower at Grand Forks International Airport. Upon completion of the re-work, the Trailer will be equipped with a meteorological radar for cloud tracking and a rawinsonde for determining the characteristics of the winds at various altitudes. The end result will be to provide a sophisticated weather monitoring unit to assist in directing cloud seeding and serve as a tool in the program of acceptable water management. The Trailer with its 12 foot radome will have an overall height of over 26 feet and will house such typical items of equipment as control console, transmitter, digitizer rack, pressurizing set, photographic scope, computer terminal and plotter, plus numerous items of tracking gear for the rawinsonde. The Weather Mod Trailer will be positioned adjacent to the UND Hangar at Grand Forks International Airport during the winter months and used on field assignments during the summer months. This Trailer will be used in conjunction with the current Weather Modification Program being given by the Aviation Department in cooperation with the National Science Foundation and the U.S. Bureau of Reclamation.

RESEARCH GRANT: As part of the overall Weather Modification Program, the Aviation Department received an additional grant through the Bureau of Reclamation to provide research radar, field studies, and other research in connection with the High Plains Cooperative Program. The new Weather Modification Trailer will provide data inputs and monitoring capabilities for downwind research in cooperation with the High Plains Program.

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SPECIAL FLIGHT REVIEW GROUND COURSE by Jeppesen. Includes FAR Part 91 - \$10 Value, Limited offer, expires 12-31-74, now only \$8.95. Contact Capital Aviation Corporation, Box 1471, Bismarck, N.D. Tel: 223-0260

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FOR SALE: 1965 Cherokee 180C, 1400 TT, 300 on top with $\frac{3}{4}$ " valves, certified IFR, Mark 12 360 VOA 4, Narco ADF, Narco Transponder, selector panel, 3 lite, heated pitot EGT, ELT with voice, wheel pants, blue and white, annual in April 1975. Contact Weber Aviation, Bismarck, N.D. Tel: 701-255-3272

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FOR SALE: 1964 Super Cub; 1972 Cherokee 4-place with low time; 1973 Cherokee Arrow, IFR equipped; 1974 Cherokee Warrior with low time; 1974 Twin engine Seneca, IFR equipped with low time. I will take trade on any one of these aircraft. Contact Victor L. Geiking, Minot Aircraft Sales, Box 24, Minot, N.D. 58701, Tel: 701-839-5961.

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FOR SALE: New 1974 Citabria C package; 1974 Grumman American Traveler and Trainer - New Mooney Trainers with no radios so buyers can have their choice of radios. See or call Pietsch Flying Service, 2300 -2nd Ave. N.W., Minot, N.D. 58701, Tel: 701-838-4092.

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FOR SALE: 1963 Pawnee 2295 TT, 950 SMOH; 1969 Pawnee 260, 1550 TT; 1975 PA-18 Super Cub, ferry time only; 1975 Citabria, ferry time only, 150 hp; 1975 Cessna 150 Computer; 1975 Cessna Skyhawk 11 loaded; 1970 Cessna 150 Aerobat, 1800 TT, 0-SMOH; 1973 Citabria 150 hp, radio; 1974 Warrior PA-151, 500 TT; 1961 Cessna 180, 2100 TT, 895 SMOH; 1964 Cessna 182, 1150 TT, clean; 1964 Cessna 182 Skyline, 1500 TT, 650 SMOH; 1966 Cessna 182 Skyline 2100 TT, 0-SMOH; 1967 Cessna 182 Skyline, 200 SMOH, full IFR; 1969 Cessna 182 Skyline, 1400 TT, clean; 1970 Cessna 182 Skyline, 1400 TT, clean; 1970 Cessna 182 Skyline, 1200 TT, clean; 1974 Skyhawk 11, one radio, 695 TT; 1964 Cessna 182 Skyline, 1200 TT, clean; 1974 Skyhawk 11, one radio, 695 TT; 1964 Cessna 310, full IFR, boots, 3500 TT; 1966 Twin Comanche, turbo, loaded, 220 SMOH, 1995 TT;

NORTH DAKOTA AERONAUTICS COMMISSION

BOX U

BISMARCK, NORTH DAKOTA 58505

FIRST CLASS

2-1946 North American AT-6-G's, very clean, 1200 SMOH. Contact Jamestown Aviation, Inc., Box 1128, Jamestown, N.D. 58401, Tel: 252-2150

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FOR SALE: 1975 Skyhawk 11, summer gold/saddle brown, NAV-PAC includes 2 720 ch. 200 ch. NAV/VOR/ILS 300 ADF transponder, 400 G/S, 175 TT; 2-1974 150 Commuters, 400 TT, excellent condition. Call OK Aviation, Bismarck Municipal Airport, Tel: 701-258-5610

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FOR SALE: 1 Set A-2000 Federal Skis for Super Cub. Contact Eva Santineau, 1713 E. Rosser Ave., Bismarck, N.D. 58501, Tel: 223-8677

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FOR SALE: 1964 Beech Debonair, 100 on Chrome top, 800 SMOH, 3950 TT, ADF, 2-Mark 12's, Transponder, DME, 3 lite marker, R. Beacon, EGT, ELT, tip tank by Brittan, 2-yr. old Poly paint, Sept. 75 annual. Contact Ron Deck, Hillsboro, N.D. 58045, Tel: 436-7766.

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FOR SALE: 1959 Travel Air, 900 SMOH, full IFR; 1974 Super Belanca Viking, full IFR, Century 11 coupled; 1970 Skyline, 275 SMOH, KX-170A, Escort T10, Tr; 1967 Twin Comanche 1800 TT, full IFR, 3 axis coupled; 1975 Skyline, FT0, Nav Pac; 1975 Champion Citabria and Scouts in stock; 1971 Cessna 150, 1400 SMOH, N.C. 300; 1962-250 Fuel injection Comanche, 0-SMOH, full IFR, 2 axis pilot; 1966 Turbo Twin Comanche, 1050 SMOH, full IFR, 3 axis coupled; 1975 Turbo Seneca, King silver crown pkg; 1973 Aero Commander 112, 200 TT, Dual KX 170 ATs; AT-6G immaculate condition, rewired for electronics; 1965 Pawnee 235, 1600 TT with or without 0-SMOH; 1967 Pawnee 235, 2100 TT, 500 SMOH; 1975 Thrush S2R, 600 P&W loaded; 1964 Pawnee 235, 550 SMOH, smoker, flagger; 1967 MK 21, 0-SMOH, and many more. Contact Commander Aviation Corp. Bismarck, 701-223-6862 or 223-3388.