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NORTH DAVIATION NEWSLETTER

STATE DEPOSITORY DOCUMENT

Vernon M. Baltzer, Editor

STATE OF NORTH DAKOTA



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Director

AUGUST - SEPTEMBER, 1975

MINOT TO HOLD AIR EXPO '75 SATURDAY, SEPTEMBER 20TH AND SUNDAY SEPTEMBER 21ST.

Saturday, September 20th and Sunday, September 21st have been set by the Minot Chamber of Commerce and Chapter 265 of the Minot Experimental Aircraft Association as Air Expo '75 at the Minot International Airport, according to Don May, publicity chairman of the event. The two action-packed days will give North Dakota pilots a variety of events and functions to attend, May said.

The field will be closed both days from 2:00 until approximately 7:00 p.m. to allow for more than 3:30 minutes of aerial activities. Airline arrivals and departures will be coordinated during this period, with the aerial activities, so as not to disrupt the schedules.

Events kick off Friday evening when a pilots reception will be held at Pietsch Flying Service for all pilots that fly in with a "fry it yourself steak fry". All pilots are welcome and this will give everyone a chance to meet the pilots of the Canadian teams, Frank Price, Bill Barber and others.

On static display both days will be the following aircraft:

P-47 Thunderbolt - - P-63 Bell King Cobra -- C-130 Transport - - C-119 Transport KC-97 Tanker - - Mohawk -- P-3 & A-6 plus 4 CF-5 Freedom Fighters.

The gates will be open to the drive in general public at 1:00 p.m. both days. Frank Price Flying Ernest Kessler of the "Great Waldo Pepper" movie fame will be featured along with Bill Barber, Jim Swick, Jim and Dan McDonald and others.

A hangar dance is scheduled for Saturday night at the Pietsch Flying Service hangar and a pancake breakfast the next morning at the same place from 8:00 a.m. to 11:00. The Canadian Kiawa helicopter team of four aircraft will be performing both days, as well as the Snowbirds flying the tudors.

Trophies are to be awarded for a series of contests, plus the best antique airplane and pilots are encouraged to enter the events.

All profits from Air Expo '75 will be given to the Minot Senior Citizens Activities Committee, according to May.

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N.D. WEATHER MODIFICATION BOARD CREATED AS DIVISION OF AERONAUTICS COMMISSION

Governor Arthur Link in mid July, appointed seven persons to the State Weather Modification Board created by the 1975 Session of the N.D. legislature. The board by law is a division of the State Aeronautics Commission. In addition to the seven members appointed by the Governor, the State Weather Board has three other members, making it a ten-man board. Other members of the board include Harold G. Vavra, director of the Aeronautics Commission, Gene Christianson, a representative of the environmental section of the State Department of Health and Vernon Fahy of Bismarck, chief engineer of the State Water Commission.

The seven appointments were made from a list of three candidates given the Governor by the Weather Modification Authorities in each of seven districts. The seven districts cover the entire state.

The seven district board members are Harold Weninger, New Town representing 5 counties; Walter K. Yuly, Minot representing 6 counties; Richard J. Wentz, New Rockford representing 12 counties; Luther Berntson, Adams, representing 6 counties; Walter T. Stine, Valley City, representing 9 counties; James T. Eastgate, Bismarck, representing 7 counties and Wayne Brooks, Bowman, representing 8 counties. The appointments are for four years until July 1, 1979.

A governor's technical advisory committee advises the Weather Modification Board on technical matters.

The State Weather Board held its organizational meeting on July 31st and elected its officers as follows: James T. Eastgate, Bismarck, Chairman; Walter T. Stine, Valley City, Vice Chairman and Harold G. Vavra, Bismarck Secretary.

N.D. WEATHER MODIFICATION BOARD - continued

The State Weather Board is in the process of hiring a staff. It has advertised for a State Director through the National Weather Modification Association and the North American Interstate Weather Modification Council. The deadline for receiving applications is September 15th. The State Board is in the process of conducting interviews of applicants for the position of Director. A total of 14 applications have been received from candidates from North and South Dakota, Montana, Colorado, California, Indiana, New Mexico and from Canada.

It is expected that interviews will be completed soon and a decision made on employment of a Director and other members of the Staff.

The State law creating the North Dakota Weather Modification Board provides that the Board:

1. Shall make rules and regulations concerning qualifications, procedures and conditions for issuance, revocation and modification of weather modification licenses to contractors. Licenses and permits are required. No person may engage in weather modification without both a professional weather modification license and a permit for a specific area.
2. Set standards governing weather modification operations including monitoring and evaluation of weather modification.
3. May contract with any person, association, corporation, with the federal government and with any county or group of counties to carry out weather modification operations and shall carry on monitoring and evaluation activities in connection with such operations.
4. May cooperate and contract with any person, or any local, state or national commission, organization, or agency engaged in activities similar to the work of the board and make contracts and agreements to carry out programs consistent with the weather modification law.
5. May request and accept any grants of funds or services from any such commission, organization, person or agency and expend such funds or use such services to carry out the weather modification law.
6. Shall require permits for geographical areas. Before a permit is issued, the applicant shall set forth a complete operational plan showing the primary target area and methods to be used in conducting operations.
7. May create operating districts in the state and may designate which counties are included in each such district.

The State law provides that when an operating district is created by the Board, that each such district shall have an advisory committee which shall be composed of one commissioner of each county weather modification authority and one member of the Board of county commissioners of each county in each district. Each advisory committee shall evaluate weather modification operations within their respective districts and make recommendations to the State Board concerning such operations.

State to Pay 50% of Cost of Weather Modification Contracts

The State law provides that any county weather modification authority which has contracted with the State Board for weather modification operations shall appropriate to the State Weather Modification fund 50% of the total amount, as determined by the State Board, to provide such county with weather modification operations. The State Board is authorized to expend such funds as it deems necessary to provide contracting counties with weather modification operations.

The State law provides an appropriation of \$654,760.00 to the State Weather Modification Board for the purpose of the State Board meeting 50% of the county costs of the state, providing weather modification services and for administration of the law for the biennium ending June 30, 1977.

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N.D. FLYING FARMERS AND REGION FIVE CONVENTION AT FARGO, SEPTEMBER 26, 27 and 28TH

The North Dakota Flying Farmers and Region 5 of the International Flying Farmers (Manitoba, Minnesota, North and South Dakota and Wisconsin) will hold its annual convention at Fargo, N.D. September 26, 27 and 28th at the Holiday Inn (West Acres), according to Tom Hogarth, Courtenay, President.

A fly-in to Hector Airport, Fargo, is scheduled for Friday morning (Sept. 26th) with coffee and donuts at the airport and registration at the Holiday Inn (West Acres). Friday afternoon, the Flying Farmers will tour the Cereal Technology Laboratory at NDSU, followed by a visit to Bonanzaville in West Fargo.

Saturday morning, the Flying Farmers will hold their annual business meeting and will elect officers and directors. The Region 5 Director of the International Flying Farmers will give a report of regional and international activities. Door prizes will be given at the business meeting.

Saturday noon, Harold G. Vavra, Bismarck a member of the newly created N.D. State Weather Modification Board will speak at the men's luncheon on the State Weather Modification Program, enacted by the 1975 Session of the N.D. Legislature. The Flying Farmer women will have at their luncheon, a demonstration of weaving by Mrs. Mildred Heifort.

Saturday afternoon will feature a tour of the Steiger Tractor Company manufacturing plant at Fargo.

Saturday night will feature the annual banquet at which the Flying Farmers will select and crown a State Flying Farmer Queen and Farmerette for 1976. At the banquet,

N.D. FLYING FARMER CONVENTION - continued

awards will be presented to the State Flying Farmer man and woman of the year. The convention will conclude on Sunday morning with an inspirational aviation film shown at the breakfast.

Officers of the N.D. Flying Farmers are: Tom Hoggarth, Courtenay, President; Fred Gage, Oriska, Vice President; Harold G. Vavra, Bismarck, Secretary; Mrs. Elma Rambough, Braddock, Treasurer; Mrs. Reta Gage, Oriska, President of the Ladies Auxiliary; Mrs. Cheryl Hoggarth, Courtenay, Vice President; Mrs. Martha Kirschman, Regent, Treasurer and Mrs. Jeanne Rau, Medina, Queen. Fred Gage, Oriska is Chairman of the Convention Committee.

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AERIAL CROP SPRAYING LICENSES HIT HIGH FOR 1975

The number of aerial crop spraying operations and aircraft set a new high in North Dakota in 1975, according to Harold G. Vavra, Director of the State Aeronautics Commission.

The Aeronautics Commission issued licenses to 190 aerial crop spraying operations in North Dakota utilizing 306 aircraft during 1975. Included in the total were two four-engine Lockheed Constellations and two Douglas DC-3's used in mosquito aerial spraying in the eastern part of North Dakota.

There have been 6 reported accidents with no serious or fatal injuries so far in 1975. Aerial spraying accidents this year include: two aircraft hit objects on the ground and were damaged; one aircraft hit a hill top and burned, but the pilot escaped with minor burns; one aircraft stalled in a turn and crashed and two aircraft made forced landings and were damaged, one due to engine failure and the other because the pilot forgot to fill the gasoline tank.

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GENERAL AVIATION AIRCRAFT REGISTRATIONS HIT HIGH IN 1975 IN NORTH DAKOTA

State registrations of General Aviation aircraft stand at 1,364 this year compared with 1,300 last year at this time of the year, an increase of 64 aircraft or about 5 percent. This total for 1975 has set a new high. The total number registered for the entire calendar year of 1974 was 1,345.

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AIRPORTS: MOTT - The Airport Authority of this City in the SW part of the State has signed a contract with Northern Improvement of Fargo and Bismarck with work to begin October 15th, this fall, to hardsurface a 60' X 3500' runway with a connecting taxiway and a 100' X 200' ramp area. The funding for the \$150,000 project is being supplied by a \$113,000 grant from FAA, a grant from the N.D. Aeronautics Commission of \$10,000 and the balance being made up by a bond issue by the Mott Airport Authority. Revenues from both the FAA and the State Aeronautics Commission derived from fuel taxes which are paid for by the aircraft owners. The bond issue, issued by the Mott Airport Authority will be retired by revenue earned by the operation of the airport and from a 4-mill tax on property valuation on the City of Mott.

Members of the Authority are Dr. Lawrence Gjerstad, Chairman; Arlen Oberlander, Secretary; John Fiedler, Vern Lemke and Frank Masad, members.

Tri-State Engineers of Bismarck are the consulting engineers who prepared the plans and specifications for the project and will be doing the construction supervision and testing.

PEMBINA: This city in the Northeast corner of the State, after many years of having their airport financed by an industrial arrangement and operated by the City, has taken the Airport Authority method as a means to upgrade their facilities. Faced with a severe deterioration of a double armor seal which had been placed over a lime stabilized base placed over 10 years ago, a 2 inch surface mat and a 4 inch stabilized asphalt base is being placed on the 50' X 2600' runway and the ramp area.

The entire \$152,000 project is receiving a FAA grant of \$114,000 plus State Aeronautics Commission assistance in the amount of \$20,000 and the balance being borne by a bond issue spread by the Pembina Airport Authority.

Tom Nord, the FB0 on the field, also serves as the manager. He and his good wife have served many a cup of coffee to pilots who have used the Fort Pembina Airport as a boundary crossing point. Tom is also the N.D. President of the Soaring Society of America and as such, was very instrumental in helping the Prairie Buzzards, a soaring group of Bismarck pilots get their club launched into the air.

Tom's firm also does quite a bit of towing for Winnipeg sailplane enthusiasts who store their aircraft at Pembina and if that doesn't make him a goodwill ambassador, nothing ever will. Jack Woods, a Authority member of Pembina and the entire Authority are to be commended for their work in keeping the project moving.

PARK RIVER: After 3 years of planning and many problems that needed solving before an airport could be built, work has finally begun on the Park River Airport. The contractor has moved on the site and the removal and stockpiling of top soil has begun by Kenny Holstrand, Inc. of Lakota, the sub-contractor to NODAK construction of Grand Forks, the prime contractor. The project which in reality is a new airport for Park River, although it originally was a airport which was privately owned, calls for the purchase of approximately 180 acres of land, 25 acres of clear zones and the construction of a NW-SE 60' X 3100' asphalt hardsurfaced runway with a connecting taxiway and a 150' X 200' ramp area. A NE-SW turf landing area and 120' X 2500' is also to be graded up. The \$290,000 project has a FAA grant of \$217,000 and a N.D. grant of

PARK RIVER - continued

\$10,000 with the balance being covered by a bond issue, issued by the Park River Airport Authority.

Original planning had called for a 1975 fall completion, but it now appears that the hardsurfacing will be completed in the early part of the 1976 construction season, according to Harvey Loftsgard, Chairman of the Authority. Other members of the Authority are Dick Ford, Secretary with Harvey Larson, Burnell Troftgruben and William Skjerven, members.

ELLENDALE: After scraping several projects because of financial problems among others, Ellendale has elected to build on the main street of USA by the construction of a modern up-to-date general aviation airport.

Grading of the NW-SE 3900' X 120' area is being completed by the contractor and an asphalt hardsurfaced 60' X 3500' runway and 150' X 200' ramp will be placed later this fall, weather permitting, although the asphalt may be placed next spring in case time does not allow completion this fall.

The entire project involved the purchase of 77 acres of land the securing of 27 acres of clear zones for the approaches. Cost of the project is \$240,000 with a FAA grant of \$180,000 and a N.D. Aeronautics Commission grant of \$10,000 and the balance being raised by a bond issue, which will be retired by a 4-mill property levy, according to Lois Bolliger, Chairman of the Airport Authority. While Ellendale may have made some aborted attempts to construct an airport, they more than have made up lost time, in that construction was started in less than 2 years after the airport authority was formed. Other members are Glenn P. Larson, Warner O. Kirkeby, Ervin E. Raymond, Ralph Holte.

Erv Raymond, the past mayor was placed on the project as project manager and has been very instrumental in moving the project to its conclusion. Houston Engineering of Fargo are the consultants on the project.

MOHALL: This project beset with land acquisition problems has solved the immediate problem of allowing the contractor to proceed this fall by filing eminent domain proceeding against the landowner and using the quick take section of the law. In this manner, if negotiations are stalled between the parties, construction can start and if negotiations fail, the courts can establish the value of the property in dispute.

Collins Construction, Fargo has the contract and while the firm has a large city street contract, it is planned that construction will begin this fall. It is doubtful that the hardsurfacing will be completed in this season.

Plans call for the grading of a NW-SE 120' X 3500' and a asphalt hardsurfacing of 60' X 3100' runway with a connecting taxiway and a 100' X 150' ramp area.

Land to be acquired is small being only 12 acres with approximately 10 acres of clear zones.

Total cost is to be \$225,000 with 75% funds to be supplied by the FAA in the amount of \$168,000 grant, \$10,000 - N.D. Aeronautics Commission funds and the balance covered by a bond issue.

NORTH DAKOTA LOSES ANOTHER AIRPORT

Citing the pressures from real estate development and increased property taxes, Hamilton Barnes, owner of the West Fargo Airport has officially closed the popular and very handy small airport on the east side of West Fargo, effective September 1, 1975.

The airport has been in existence since World War II or about 30 years and has served many pilots as a place to land if no radio, or other communication problems developed while trying to land at Hector Field at Fargo.

The West Fargo Municipal Airport Authority had leased the facility the last few years and the loss of the lease leaves them without an airport and we hope they can come up with a compatible facility soon.

Barnes has placed X's on the North South strip and in a telephone conversation he sadly noted his reluctance in closing the field. He also noted that he hadn't done any aerial application work the last several years and had closed that activity altogether.

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BISMARCK: The City is going forward with a land acquisition program for future airport development. The project calls for the purchase of 1,030 acres in fee simple and 140 acres in clear zones. \$1,800,000 will be expended with Bismarck's share being \$600,000. The expansion will perhaps take 5 years or more before it will be started.

JAMESTOWN: Work is being finished on a \$435,000 airport project that includes the laying of a porous friction course on the NW-SE runway, some ramp area, rehabilitation of the high intensity lighting system and fencing. Jamestown's share of the funding was \$109,000.

FARGO: A \$425,000 project has been completed recently, which was the reconstruction of some of the apron and taxiway at Hector Field. Fargo's share was \$108,000.

OTHER AIRPORTS IN DEVELOPMENT STAGE FOR FUTURE WORK:

While we have listed all the airports that are in a firm position for construction this year, other airports have made application & are in the process for future years and the method of listing does not imply any priorities. Space in this issue does not allow a full description, so names will be listed only: Breckenridge-Wahpeton - Cooperstown - Dickinson - Garrison - Glen Ullin - Grafton - Hillsboro - Oakes - Mandan McClusky - Rolla - Valley City - Walhalla

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CHECK THE DATE

Pilots and owners are cautioned to check the expiration date on the battery of their emergency locator transmitter (ELT) to be sure it is not out of date. Regulations require that ELT batteries be replaced when (1) the transmitter has been in use for more than one cumulative hour or (2) half the useful life of the battery has expired. In many cases these batteries are not being replaced, which means that the device does not meet FAR requirements and that in case of accident or forced landing, it might not function to summon help. Battery replacement may be made by certificated pilots, but be sure you use the proper battery for your ELT. These are available from ELT manufacturers, aircraft dealers and aviation supply houses. Remember that the new expiration date for the replacement battery must be marked on the outside of the transmitter. (Over-the-counter batteries that are generally sold for flashlights, radios, etc., are not recommended for use as replacements in ELTs because they have not been tested for this purpose and might not meet the power supply requirements.) Iowa Newsletter.

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SAFETY IS NO ACCIDENT

U.S. Postal Service reports that its air taxi contractors established a new safety record in 1974. The 70 operators, serving 169 routes, completed 24 million miles of night flying last year with only four accidents.

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FAA EXPLORING NEW CRITERIA FOR TOWER INSTALLATIONS

Federal Aviation Administration is seeking comments on a proposed revision of criteria for control tower installations (50,000 general aviation and 24,000 air carrier itinerant operations per year). Under the revision, airports meeting one of three requirements would qualify: (1) 15,000 air carrier operations; (2) 25,000 scheduled air taxi operations; and (3) 200,000 general aviation and military operations, both local and itinerant. The policy would call for new towers to operate 16 hours per day. Current 24-hour towers would be reduced to 16-hour towers if there were less than 24,000 annual itinerant operations in the case of air commerce airports and 50,000 in the case of general aviation airports. Existing air commerce airport towers would be considered for discontinuance when itinerant operations dropped below 18,000. The same would be true for general aviation airport towers established prior to 1968, but the minimum would jump to 37,500 annual itinerant operations for general aviation towers established after 1968.

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NEW RESTRICTED RADIO TELEPHONE PERMITS AND AIRCRAFT RADIO LICENSE FEES

Aircraft Owners and Pilots Association is seeking "hundreds of thousands of dollars" in refunds for pilots from the Federal Communications Commission. The AOPA suit, filed mid August with the U.S. Court of Appeals in Washington, D.C., is based on a 1974 Supreme Court ruling that struck down the FCC fee structure because it was too high. Following that decision, FCC reduced charges for a five-year radio station license from \$20 to \$4.00 and reduced operator permits from \$8. to \$4. AOPA filed a petition with FCC earlier this year, seeking refund of the overcharges, but filed the lawsuit after FCC denied the refund petition.

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NEW FBO OPERATIONS ON BISMARCK MUNICIPAL AIRPORT

As of July 1st, 1975, Bismarck Air Service, a new fixedbase operation, has purchased and started an operation in the former Agri-Chemical Building, south of the new general aviation administration building.

The firm is offering charter service, aircraft rental, aircraft sales, Student Instruction and maintenance. Limited heated aircraft storage is also available. Timothy Carroll is manager and pilot of the operations with Charles Lindquist as mechanic. The mechanic, besides regular duty hours, will be also on call for the balance of the 24 hour day. According to J.B. Lindquist, owner, the shop stands ready to repair minor discrepancies, change oil, etc., while you attend to your business in the Capital City, thereby saving your valuable time.

The inventory of aircraft consists of a Cessna 210, a Twin Cessna 310H, Skylane 182, Skyhawk 172 and a Cessna 150 trainer.

Transient and charter pilots are most welcome and a room has been reserved in which to watch television, read or relax in the horizontal position, if desired.

The general public is also invited to use their up to date facilities and services for access to the downtown area or for that matter, the entire area including the Capitol.

Bismarck Air Service also welcomes you to stop in and avail yourself of the accommodations at their other operations in both Hettinger and Dickinson, N.D.

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BEDÉ AIRCRAFT INC., NEWTON, KANSAS ORDERS 9,000 ENGINES FOR BD-5

Jim Bedé, President of Bedé Aircraft has made public that his firm has placed an order for 9,000 of the engine that has worked out just beautifully for the BD-5 home-built aircraft. The engine, designated the G72CC is manufactured by the Genoa Co. of Tokyo, is a two-cycle three cylinder powerplant that will be rated at 70 HP., and be certified at that rating but can be specially modified to about 100 hp. and weighs 110 lbs., costs \$1,800.

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NEW STAFF MEMBERS IN NORTH DAKOTA AERONAUTICS COMMISSION OFFICE

The secretarial staff of the N.D. Aeronautics Commission has been brought up to full strength recently with the hiring of 2 new secretaries. Kathy Dwyer was hired in June to take over the duties of Gloria Haas, who retired the first of the year and comes to the commission from the Arman Insurance Agency of Bismarck, N.D. Kathy and her husband David H. are both natives of Bismarck live at 610 West Rosser and have four children, David 13; Lisa 11; Bob 10 and Mike 3. David H. is employed at Sharks-Evans Clothing in Bismarck.

Carol Hopper who started in August will be the Secretary for the newly created Weather Modification Board (story elsewhere in this issue). She is a native of Moores-Hill, Indiana and was formerly employed by Procter & Gamble Co. of Cincinnati, Ohio, as was her husband Milton. The transfer of her husband Milton to Bismarck, brought her to North Dakota and was the Weather Modification Board's gain in the securing of a competent and able secretary. She and her husband are living at 1818 N. Washington St.

Alice Keller, Chief Secretary, who has been a staff member for 14 years, rounds out the secretarial force for the Aeronautics Commission. Alice and her husband Ed and five children reside at 815 Ave. B. West and many of the pilots, etc., know him as the Peavey Salesman for Western N.D.

Alice has the uncanny knack of knowing how to spell the names and addresses of all the aerial operators in the State and of all the pilots, by having worked over the lists these many years. Alice is an efficient person and this is borne out by the fact that she has raised her family in an orderly house while still working these past years.

Ervin Krank, planner and draftsman employed at the commission the past 2 years, resigned his position last July 1st to go with an Engineering consulting firm as general office manager and planner. Erv will be missed for his knack in writing environmental assessment statements for airports, as well as his drafting ability. While working for the Aeronautics Commission, he secured a Private Pilot's license and a Glider rating. The position is still open and interviewing of applicants is being conducted.

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FARGO GADO HAS NEW PERSONEL

Ron Adams, the new chief of maintenance, recently transferred in from Denver GADO #3. Originally from Pennsylvania, he has been with FAA the past 17 years, starting in Washington, D.C. on maintenance with the VIP aircraft fleet. Adams replaces James Brown-field who has accepted a teaching position with the Air Academy at Oklahoma City. Adams began his duties at Fargo the 1st of July and he and his wife Martha, daughters Bridgette 18 years and Susan 10 live at 3110 Edgewood Drive, Fargo.

Dorvin Hagen has joined the Fargo GADO in the flight section, transferring in from Milwaukee, Wisconsin replacing Wally Towle, who has taken a medical discharge.

Hagen has been with FAA the past 6½ years and began his duties at Fargo last June. He has the following ratings, which are Flight Instructor, SMEL and Sea, Instrument air-planes, ground school and is type rated in DC-3 and 2 and in the Cessna Fan Jet Citation. He and his wife Joan and two children, Robert age 7 and Beth Ann 5 live at 229 - 30th Ave. N., Fargo.

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CIVIL ENGINEER JOINS FAA AIRPORTS DISTRICT OFFICE

Russell Josephson, a civil engineer, who is a former N.D. native from Wing, N.D., has joined the Bismarck FAA Airports District Office in the engineering section, transferring in from the Helena, Montana FAA Airports District Office. Russell, who is also a graduate from the University of North Dakota, has been with FAA for 8 years, having started in the Helena office. He also has a private pilot rating, which will help immensely in the movement of himself and other personnel about the State.

His wife Robbyn was formerly from Billings and they have two children, 12 year old Maxine and 10 year old Michael, residing at 1142 North 26th St., Bismarck.

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WHAT'S GOING ON? GOOD NEWS - BAD NEWS SITUATION

For those of you who have flown to Mexico in the past, our good neighbors to the south have simplified things somewhat in the Mexican handling of general aviation as follows: (A) No more RAMSA charges. This charge was for a card or permit to use the air navigation facility of Mexico. (B) No landing fees to be charged for aircraft under 22,046 lbs, which is 10,000 kilograms.

To offset loss of revenue from abolished fees, gas prices have been raised to 69.9 for 100 Octane per U.S. gallon, also jet fuel has been raised.

In the bad news section, problems are arising because the U.S. Customs Service has decreed that aircraft entering from the south, must land at 13 designated airports in the U.S. Problems arise in various interpretations of the different regional offices of customs.

New for the "IT CAN HAPPEN ITEM" - An American pilot flying an aztec, made a forced landing in a cornfield north of Mexico City when it developed engine trouble. In trying to retrieve the plane, the pilot paid \$10,000 to Mexicans for "charges and fees".

(Editors Note: This could be \$1,280.00 American which is still a lot of hay).

The pilot in returning to the site, found the plane had been cut into 40 pieces by a group of natives with chain saws. U.S. Embassy has advised owner that plane remains in storage in government hangar.

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HOUSE MARKUP OF ADAP BILL EXPECTED NEXT WEEK

The House aviation subcommittee is expected to begin marking up proposed legislation to extend the Airport Development Aid Program on September 25 and similar action by the Senate aviation subcommittee is expected late this month or early in October. ADAP hearings concluded last week before the Senate aviation subcommittee with general aviation interests generally favoring an extension of the current program, rather than large-scale revision of the present system. Comments and questions by Sen. Howard Cannon (D-Nev), chairman of the aviation subcommittee, in addition to negative testimony by general aviation interests, indicates that a proposal by NASAQ to turn some FAA functions over to the states will be dropped. Emphasis in legislation will be on streamlining procedures for obtaining grants. GAMA and NBAA both rejected DOT proposals for an increase in the fuel tax from seven to 15 cents, in favor of greater cost reduction within FAA. AOPA maintained that "only costs and regulatory restrictions grow" under ADAP and the association reiterated its previous position that ADAP should be repealed. If the program must continue, AOPA suggested it "should be modified substantially to make it more cost effective and likely to more nearly achieve the purposes envisioned." (BUSINESS AVIATION - Sept. 15, 1975 issue)

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REPORTING EMERGENCY LOCATOR TRANSMITTERS (ELTs)

The Air Force Rescue Coordination Center (AFRCC) at Scott AFB, Illinois, is the central collection agency in the 48 contiguous states for all aviation distress signals heard on frequencies 121.5 MHz VHF and 243.0 MHz UHF Emergency Locator Transmitters (ELTs).

An average of 500 ELT reports per month over the last 12 months have been received. Many are triggered by wind storm damage, hard landings, landing on rough grass airstrips, equipment malfunction, or inadvertent activations by pilots or maintenance personnel. However, each "beeper" must be treated as a Mayday call until the source is located and proven otherwise.

Detailed information is needed to locate a signal. All aircrews realize the most hazardous phases of flight are departure, approach and landing. For this reason, signals heard strongest near an airport or populated area are equally as significant as those heard in a remote area, over rugged terrain, or near adverse weather. In every case, locating all distress and nondistress signals presents unique problems.

Most ELT reports coming to the AFRCC originate from airborne traffic. These reports are forwarded to the AFRCC by Air Route Traffic Control Centers, Flight Service Stations, Control Towers, Approach Controls, or Fixed Base Operators. Most often, several reports are needed to determine the signal source. Pilots should not assume someone else has reported a signal. In many cases, their reports will be the first indication of a distress. In other cases, their reports will confirm or modify a Search Plan action. In order to rapidly locate "beeper" signals, everyone is requested to report and relay the following: A. Altitude of the reporting aircraft. (B) Where and when signal first heard. (C) Where and when signal heard loudest. (D) Where and when signal faded or was lost.

The first point will give a clue on the range of the signal from the reporting aircraft's position. The last three points will give a line of position for plotting. With thorough reports containing this information, the AFRCC will be able to determine if aerial search should be launched or if airport ramps should be checked for an inadvertent or malfunctioning source.

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FOR SALE: Two 1975 Cessna 150's, 315 hrs, and 411 TT, locator beacon, oil quick drain valve; 1975 Cessna Skyhawk 11, 300 Nav/Com, Trans. Flight. hr. recorder, headrests, priming system, oil quick drain, vent system rear seat, tinted windows; 1975 Cessna Skyhawk 11, Dual 300 Nav/Coms, Nv. Pack., Carb Air Gauge, Fit. hr. recorder, headrests, engine priming system, articulating seats, ventilation system rear, R. hinged windows, winterization kit, 818 hrs. TT; 1946 Ercoupe 415-C, 85 G.P. 1441 Hrs. TT, 841 SMOH, rudder conversion, fresh annual; 1968 Mooney Statesman, MK-12, ADF, 3700 TT, 400 SMOH; 1953 Tri Pacer, 3000 TT, 950 SMOH, 2000 engine, new ELT, Narco Nav/Com; 1963 250 Comanche, 35 SMOH, 2 MK-12's, ADF, Trans., TS0'd, marker beacons audio & visual; 1965 260 Comanche, 1880 TT, 450 SMOH, KT-28 Audio with marker beacon, KX-170B, KX 170A with glide slope, King digital ADF, King Trans, KN-60 DME, Boom Mike, 1975 182, 300 Nav/Com, Transponder, TAS Indicator, dual controls, long range tanks; 1954 Cessna 180, new engine; 1964 Debonair, 225, 3978 TT, 600 SMOH. Call Bob Robinson, OK Aviation, Bismarck Municipal Airport at 701-258-5610 or 258-6337 evenings.

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WANTED AIRCRAFT TUBING PARTS FOR WELDING SCHOOL

Gene Cernik, an instructor at the North Valley Multi-District Vocational School, Grafton, North Dakota is looking for some used aircraft tubing to be used in a welding course at the Vocational School. If you have some aircraft tubing from a fuselage or other parts of an old or wrecked aircraft, Mr. Cernik would appreciate a call. Gene Cernik's telephone number is 352-3705 at Grafton or write North Valley Multi-District Vocational School, Grafton, N.D. 58237.

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ENGINES FOR SALE OR EXCHANGE: Have Lycoming O-235C1 through O-540's, Continental A-65 through 10520. Also damaged super cub PA-135 good rebuilder, PA-22 needs fabric only. Call Mandan Air Service at 701-663-6431 or write Box 93, Mandan, N.D. 58554.

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FOR SALE: 1975 Cessna Comuter 700 TT; 2-1970 Skyplane's low time; 1969 Skyplane low time; 1967 Skyplane, low time; 1974 Skyhawk; 1975 Skyhawk; 1972 Skyplane low time; 1975 Piper Warrior; 1972 Cessna 150 Aerobat; 1961 Aztec 250, low time, loaded; 1970 model Citabria 7GCBC special price; 1968 Cherokee 300 six low time; 1975 Piper PA-18-150 super cub 25 TT; 1975 Citabria 7GCBC new radio, all extras; 1975 Pawnee D, 167 hrs. like new; 1975 Pawnee D, 180 hrs. like new, 260 HP; 1974 Pawnee D, 260 TT, like new, 235 HP; 1975 Skyhawk 11 loaded, 650 TT; 1975 Cessna 150, full panel, 700 TT; 1967 Skyplane 182, loaded, 2200 TT, 200 SMOH; 1970 Skyplane, 2 radios, 1600 TT, 250 SMOH; 1970 Cessna 310, loaded, boots, 1600 TT, 160 SMOH; 1961 Aztec, 1600 TT, 550 SMOH, loaded; 1969 Skyplane 182, 2 radios, ADF, 1900 TT, 350 SMOH; 1970 Skyplane 182, 2 radios, 300 autopilot 2200 TT, 350 SMOH; 1970 Cessna Aerobat 150 HP, Radio, 1900 TT, 300 SMOH. Contact Jamestown Aviation, Inc., Box 427, Jamestown, N.D. 58401, Tel: 701-252-2150

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WANTED: Old airplane models, parachute, wind sock, paraphernalia related to flying, old news items, old pictures, etc. for small local air museum in Cooperstown. Call 701-797-2756 or write to: Mary Hawkins, Box 158, Cooperstown, N.D. 58425

FOR SALE: Cessna 150 1973, 1000 hr. since new*, 300 Navcom, 360 ch, W/VOR/Loc, turn and bank, heated pitot, ELT, Beacon, oil quick drain; 1974 Cessna 150, low time, 300 Navcom, 360 ch com, 200 ch. Nav, w/VOR/Loc, turn & bank, heated pitot, beacon, oil

NORTH DAKOTA AERONAUTICS COMMISSION
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BISMARCK, NORTH DAKOTA 58505

FIRST CLASS

quick drain; 1975 Cessna Skyhawk 11, low time, full ILS, w/ADF & 75 marker, GS & 720 ch. turn & bank, starting plug, cold weather primer, rear vents, oil quick drain; 1973 Cessna 182 Skyplane, low time, long range tanks, instrument post lights, anti-congeal cooler, Narco spectrum 135 radio pkg, full IFR. G.S. plug. Write or call Capital Aviation Corp., Box 1471, Bismarck, N.D. 58501 Tel: 701-223-0260.

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FOR SALE: 1975 Citabria B package; 1975 Mooney Executive; 1975 Gruman American Traveler. Contact Pietsch Flying Service, Minot International Airport, Minot, N.D.

TEL: 701-838-4092

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FOR SALE: 1976 Skyplane, 250 SMOH, IFR equipped, new paint; 75 Skyhawk 11's, 3 left, one demo at extra savings; 1964 Twin Comanche less than 100 SMOH, full TFR, 3 axis A/P; 1962 A-55 Baron, 550/650 on factory remans, Collins PH-101, full IFR, Delced props, aft baggage; 1975 Skyplane 11; 75 Booted Aztec "E", 100 TT since new, full silver crown pkg, Altamatic 3 A/P; 1950 Super Cub 135 hp; 1975 Cessna 150 Commuter, 120 TT, long range fuel; 1969 Turbo Rstol Twin Comanche, fresh engines, full IFR, Narco pkg, 3 axis A/P, ; 1969 Cherokee 140-4, 200 SMOH, MK12, ADF, fourplace; 1972 Cherokee 6-300, 1400 TT since brand new, 7 place cargo door, new paint; 1974 Cherokee 180, 960 TT since new, King Avionics, full panel, wheel pants; 1975 Turbo booted Seneca 11, 100 TT; 1964 Turbo Twin Comanche, 100 SMOH; 1968 Cherokee 6-300, 1200 TT; 1974 Super Viking 300; 1975 Pawnee 260D, 220 TT/ Call for our special price on this unit. Commander Aviation, Corp., Bismarck, N.D. 58501, Box 1014 or call 701-223-6862, nites 223-3388.

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