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 Pletsch 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 Pletsch Flying Service hangar and a pancake breakfast the next morning at the same place from 8:00 a.m. to 11:00 a.m. The Canadian Klawa 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.

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.
The weather modification program is a plan to control the earth's climate to reduce the frequency and intensity of natural disasters. The program involves the use of advanced technology to manipulate clouds and weather patterns to prevent or mitigate the effects of extreme weather events. The program has been controversial, with some critics arguing that it could have unintended consequences and raise ethical concerns. The government has been working on the program for several years, but its effectiveness and feasibility remain uncertain.
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 Kirsichman, Regent, Treasurer and Mrs. Jeanne Rau, Medina, Queen. Fred Gage, Oriska, Is Chairman of the Convention Committee.

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 stalling 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.

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.

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 hard surfaced 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. Revenue 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-Treasurer, John F. Massad, member.

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 their 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 the time 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 FBO 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 on 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 hard surfaced 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
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.

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.

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.

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, then reduced operator permits, from $5 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.

NEW FBO OPERATIONS ON BISMARCK MUNICIPAL AIRPORT

As of July 1st, 1975, Bismarck Air Service, a new fixed-base 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 also be 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.

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

Jim Bede, President of Bede 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 G72C 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.
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 subcommittee with general aviation interests generally favoring an extension of the current program, rather than a 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 NASA to turn some FAA functions over to the states will be dropped. Emphasis in legislation will be on streamlining procedures for obtaining grants. GAEMA and NABA 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, Illiniois, 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, high 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 in an isolated 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) Attitude 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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WANTED AIRCRAFT TUBING PARTS FOR WELDING SCHOOL

Gene Cernik, an instructor at the North Valley Multi-District Vocational School, Grand Forks, North Dakota is looking for some used aircraft tubing to be used in a welding course at the Vocational School. If you have any 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 Grand Fork or write North Valley Multi-District Vocational School, Grand Fork, N.D. 58207.

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ENGINES FOR SALE OR EXCHANGE; Have Lycoming O-235C1 through 0-540's, Continental A-55 through 1050. 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.