

AVIATION NEWSLETTER

Vernon M. Baltzer, Editor

STATE OF NORTH DAKOTA



COMMISSIONERS:
JACK K. DANIELS, WILLISTON
CHAIRMAN
ALFRED C. PIETSCH, MINOT
VICE CHAIRMAN
JOHN D. ODEGARD, GRAND FORKS
SECRETARY
NICHOLAS F. SCHUSTER, FARGO
WARD WHITMAN, ROBINSON

Harold G. Vavra
Director

NOVEMBER - DECEMBER 1975

VAVRA NAMED PRESIDENT OF STATE AVIATION OFFICIALS

Harold G. Vavra, Director of the North Dakota Aeronautics Commission was elected President of the National Association of State Aviation Officials recently during the Association's 44th annual meeting in Louisville, Kentucky. He will start his duties January 1st, 1976.

National officers elected to serve with Vavra are Paul E. Burket, Oregon, 1st Vice President; Robert J. Aaronson, Maryland, 2nd Vice President; Kenneth A. Rowe, Virginia, Treasurer. John A. Nammack continues as Executive Vice President of the Association in its Washington, D.C. headquarters.

The National Association of State Aviation Officials (NASAO) was organized in 1931 to coordinate the aviation programs and activities of the states with those of the Federal Government in the public interest. Its membership includes the aviation agencies of 48 states and the Commonwealth of Puerto Rico.

NASAO's policies and programs are developed in close association with the objectives and views of the National Governor's Conference, the National Legislative Conference and other state transportation officials to present a unified state voice on aviation matters.

The Association's primary objective at present is to work with aviation groups and with organizations representing public airports to speed congressional action in the renewal of the Federal Airport and Airway Development Act.

Mr. Vavra has been director of the N.D. Aeronautics Commission since 1947. He has also been very instrumental in the drafting of the Aviation Laws of North Dakota. Evidence of his ability in this field, among other good laws, is the Airport Authority Act, which has been copied by many other states, and the Weather Modification Act.

The Airport Authority Act is enabling legislation whereby cities, counties, townships, park boards can create an airport authority so as to better manage their own affairs. The Weather Modification Act is also a model act. Vavra has also been in the foreground in the securing of the funding for airports on the state level. He is very knowledgeable in rules and procedures of the Civil Aeronautics Board and has appeared before that body many times, writing his own briefs. He presently is an advisor on the Governor's transportation council and is also Secretary of the N.D. Flying Farmers.

* * * * *

AERONAUTICS COMMISSION NAMES MEMBERS TO POSITIONS AND MAKES AIRPORT GRANTS

The North Dakota Aeronautics Commission at its annual reorganization meeting in Bismarck elected Jack K. Daniels, Williston, Chairman, Alfred C. Pietsch, Minot, Vice Chairman and John D. Odegard, Grand Forks, Secretary.

In other action, the State Aeronautics Commission allocated state airport grants to three airline and five general aviation airports, totaling \$134,355.00 for assistance in paying for airport improvements, according to Harold G. Vavra, Director. The amount granted to each airport follows:

- \$50,000. to Grand Forks International Airport for airport terminal building expansion.
- 50,000. to Fargo Airport Authority for ramp, taxiway and second level loading construction to existing terminal building.
- 14,605. to Williston Airport (Sloulin International Airport) for airport fire station, segmented circle and master plan study.
- 5,000. to Mott Airport Authority for paving 3,500 ft. runway, taxiway & apron.
- 10,500. to McClusky Airport Authority for engineering, construction and lighting new airport.
- 2,825. to Rolette Airport for runway pavement extension, markers and lights.
- 925. to Wyndmere airport for grading and seeding turf runway and fencing.
- 500. to Langdon Airport for installation of airport beacon light.

In addition, the State Aeronautics Commission has made state airport grant progress payments to four municipal airport authorities for assistance in paying part of the cost of major airport improvements, according to Vavra.

The amounts and airports receiving grant payments are:

- \$10,000. to Pembina airport authority for aid in paving a runway, taxiway, apron and road.
- 5,000. to Ellendale airport authority for aid in paving a new 3500 foot runway, taxiway and apron.

AIRPORT GRANTS - continued

\$ 5,000. to Mohali Airport Authority for aid in paving a 3100 foot runway, taxiway and apron.
5,000. to Lakota Airport Authority for aid in building a new runway & taxiway.
335. to Watford City for aid to install airport beacon.

Vavra said a final state grant payment will be made to each of the four airports upon certificate of completion of each airport.

The new Ellendale 3500 ft. paved runway was officially opened for air traffic at a ceremony at the airport the 22nd of November, Vavra said.

* * * * *

AIRPORT DEVELOPMENT ASSISTANCE PROGRAM (ADAP) REPORT FROM CONGRESS

As of 10 days ago, Congress had before it a bill in the House and one in the Senate under ADAP. Both of these bills must be voted on by their respective Chambers before they can be submitted to a conference committee for a final hammering in shape. After the conference committee agrees on the bill, the new format is then sent back to the House and Senate for passage and upon signature of the President, becomes law. The House has a special committee for scheduling as to where and when bills are to be placed on the agenda for a vote. Since this leaves the question open to a lot of whims, etc., it is anyone's guess as to when the House will vote on their bill. The House has killed the administration bill H.R. 5017 so that leaves H.R. 9771, which is a 3-year program and the Senate version, which is a 5-year program. Keep in mind that this is money from the aviation trust fund that the aviation industry has built up by the 7¢ per gallon gasoline fuel tax, 8¢ airline ticket tax plus a tax on air freight.

FUNDING	HR-9771 3YEAR PROGRAM	SENATE 5-YEAR PROGRAM
Air Carrier and Reliever	\$385M fiscal year 76 (96.25M for interim period) \$405M for 77; 425M for 78; 445M for 79; 465M for 80.	\$480M for fiscal yr 76 (120M for interim period); 515M for 77; 550M for 78; 585M for 79; 620M for 80.
General Aviation	\$65M for fiscal yr. 76 (16.5M for interim period); 70M for 77; 75M for 78; 80M for 79; 85M for 80.	\$60M for fiscal yr 76 (15M for interim period); 65M for 77; 70M for 78; 75M for 79; 80M for 1980.
Distribution of Funds, Air Carrier & Reliever	1/3 by Secretary's discretion; 2/3 by formula; \$6 each for first 50,000 enplanements; \$4. each next 50,000; \$2. each next 400,000; 50¢ over 500,000 Each air carrier airport guaranteed min. of \$150,000 each yr; max. of \$10M per airport; (Max \$2.5 M min. of \$37,500 per interim period).	\$6. each of first 50,000 enplanements; \$4. ea. next 50,000; \$2. ea next 400,000; 50¢ ea. over 500,000; Each air carrier airport guaranteed \$150,000 but not over \$10M per yr; (min. \$37,500 max \$2.5M for interim period) Amounts not needed for formula shall be distributed at Sec. discretion. Formula subject to 2/3 total of funds available.
Distribution of Funds General Aviation	\$25M ea. year at Sec's discretion to commuter and reliever airports; Rest of fund by following formula. 75% to 50 states with half distributed according to State population ratio and half according to State/area. 24% at Sec's discretion to any general aviation airport - 1% for general aviation in Puerto Rico, Guam American Samoa, Trust Territories & Vis.	\$15M (\$3,750,000 for interim) shall be distributed at Sec's discretion for reliever airports; Balance apportioned at follows: 75% to States with 1/2 distributed according to state population ratio & 1/2 to State/area; 24% at Sec's discretion to general aviation arpts; 1% to Puerto Rico, Guam, American Samoa, Trust Territories & Vis.
Federal Grant Share	75% for all projects except terminal development which would be eligible for 50%.	90% for projects at arpts which enplane less than 1/2 of 1% of total annual passengers enplaned; 90% for reliever and other general aviation arpts; 75% for projects at all other arpts. Limits share to 50% for projects involving construction, alteration, repair or acquisition of arpts or multimodal passenger terminal bldgs or facilities.
Planning	Total funds obligated for grants may not exceed \$153,750,000; max. amt. obligated in any fiscal yr. may not exceed \$15M. Grants cannot exceed 75% of cost of project. Percentage of total planning grant funds any one State can receive would be 10%.	Provides up to \$10M yearly from discretionary funds (\$2.5M Interim) to planning agencies for arpt system planning.
Research & Development	Authorize \$85.4M for FAA for fiscal yr 76 (\$23.9 for interim)	Authorizes not less than \$50M each fiscal year (\$12,500M for interim)
Equipment F & E	\$250M for fiscal yr 76 (\$62.5M for interim); 250M for 77; 250M for 78; 275M for 79; 275M for 80	Authorizes obligations of \$250M for each fiscal yr (not less than \$62,500 for interim)
Maintenance Includes Salaries	\$50M for yr 76 (12.5M for interim); \$75M for 77; 100M for 78; 125M for 79; 150M for 1980.	Restricts appropriation of trust fund balances to programs authorized by Part II of Act.
New ADAP Fund Usage	Permits use of ADAP funds for purchase of snow removal equipment, noise suppression equip., construction of physical barriers and landscaping to diminish effect of aircraft noise on areas adjacent to public airports, purchase land for environmental compatibility. Allows airports to use 30% of ADAP funds to develop public use nonrevenue producing areas of terminal.	Allows use of ADAP funds for: Snow removal equip., purchase of on-airport aircraft engine run-up grd noise suppression hardware; construction of physical barriers and associated landscaping to diminish effect of aircraft noise on areas adjacent to public airport; any acquisition of land, work involved in preparing and establishing airport master plan.

1976 NORTH DAKOTA MECHANIC SEMINAR TO BE HELD IN BISMARCK, MARCH 2, 3, 4TH

The program committee of the 1976 North Dakota Aviation Maintenance Seminar, consisting of Gordon W. Person, President of Dakota Aero Tech, Inc., Fargo; Frank Argenziano, Maintenance Chief at the University of North Dakota and Vernon H. Baltzer, Assistant Director of the N.D. Aeronautics Commission have formulated an Agenda that appears to have something for nearly everyone in the Seminar that will be held at the Holiday Inn in Bismarck, N.D., March 2, 3 and 4th, 1976. The North Dakota Aeronautics Commission is sponsor of the event and with the able assistance of GADO #7 and the program committee, welcomes all mechanics, be they A&P's, IA's or students, and others interested in maintenance to attend the event.

Gordon Person of Dakota Aero Tech has spent many hours contacting the various companies and as you can see by the proposed agenda, worth while session leaning toward powerplants and fuel systems will be presented. The event formally starts at 1:00 p.m. March 2nd and there will be a \$5.00 charge to cover coffee breaks and miscellaneous expenses. There will also be a smdker at 6:00 p.m. the evening of the 2nd. It is suggested that room reservations be made early, since you are on your own, especially if you desire reservations at the Holiday Inn. Telephone 223-9600

PROPOSED AGENDA

Tuesday, March 2nd:

- 10:00 a.m. to
1:00 p.m. - Registration and turn in IA renewal forms to FAA
1:00 p.m. - - Welcome by State Aeronautics Commission
1:30 p.m. - - Introduction of guests and mechanics
1:45 p.m. to Piper Aircraft Corporation presentation. 15 min. Coffee
5:00 p.m. - - break at 3:00 (Coffee and Cookies)
6:00 p.m. - - Smoker

Wednesday, March 3rd:

- 8:00 a.m. to - Teledyne Continental Corporation presentation. 15 min. Coffee
11:00 a.m. Break at 9:30 (Coffee & Rolls)
11:00 a.m. to

- 12:00 a.m. - FAA Presentation

- 1:00 p.m. to - Avco Lycoming Corporation presentation. 15 min. Coffee Break
4:00 p.m. at 3:00 (Coffee & Cookies)

- 4:00 p.m. to - Panel Discussion: Teledyne Continental and Avco Lycoming
5:00 p.m.

- 5:00 p.m. to - FAA Fargo GADO meeting with IA's
6:00 p.m.

Thursday, March 4th:

- 8:00 a.m. to - Cessna Aircraft Corporation presentation. 15 min. Coffee Break
11:00 a.m. at 9:30 (Coffee & Rolls)

- 11:00 a.m. to - FAA: Wes Edwards on Aircraft Electronics
12:00 noon

- 1:00 p.m. to - Bendix Corporation presentation on fuel systems. 15 min. Coffee
4:00 p.m. Break at 3:00 (Coffee & Cookies)

- 4:00 p.m. - Meeting of mechanics to discuss plans for next year seminar

* * * * *

AERONAUTICS COMMISSION HOLDS AERIAL APPLICATION PROPOSED RULE CHANGE HEARING

An all-day hearing was held December 2nd in the N.D. Highway Bldg. Auditorium on proposed rule changes pertaining to aerial application. The hearing was chaired by Aeronautics Commission Chairman Jack K. Daniels and was attended by Larry Dahl, Sec. Treasurer of the N.D. Aviation Association (NDAA) Cogswell; Lynn Larson, President of the Valley Sprayers Association, Argusville; Mel Fischer, Poultry Improvement Board, Bismarck; Paul Emanuel, Turkey Federation, Fargo. Also attending were aerial applicators, turkey growers and the Federal Aviation Administration.

The hearing was called by the Aeronautics Commission to allow input by the various segments of industry such as aerial applicators, farmers, chemical supplies and turkey growers in the proposed rule changes of aerial application rules.

Means were also explored to achieve a better climate between applicators and turkey growers and it was decided that in the event work was to be accomplished near a turkey farm, that the applicator establish communications with the grower and a plan of action be worked out.

Of interest (this learned from a conversation between a grower and an operator) was the fact that if the grower has someone standing in the turkey yard during the time that the aircraft is near, that the turkeys will hardly notice and not stampede. The knowledge should perhaps be given to some of the younger growers who may not have heard of this.

Chairman Daniels stated that the meeting was essentially well attended by interested parties and valuable input received. He further stated that the record will remain open until Feb. 1st, 1976 during which time further written testimony will be accepted before any proposed changes are formulated into rules.

Space does not permit the entire printing of the rules and the proposed changes, so therefore interested parties may request copies of same by writing the Aeronautics Commission, Box U, Bismarck, N.D. and request "Proposed Amendments to Rules & Regulations to Aerial Spraying".

* * * * *

FAA GOLDEN SENTINEL FLYING SAFETY SEMINARS AT MINOT, BISMARCK, GRAND FORKS AND FARGO

The FAA Rocky Mountain Region Golden Sentinel Safety Team will present flying safety seminars during the month of January, 1976 at Minot, Bismarck, Grand Forks and Fargo. The seminars are sponsored by the North Dakota State Aeronautics Commission. Each seminar will begin in the evening at 7:00 p.m. and will include the latest FAA films and presentations on pilot responsibilities, air traffic procedures, safe aircraft operations and proper aircraft maintenance. Door prizes will be awarded.

City, Date, Location and Time at 7:00 p.m. at each location are as follows:

Minot, N.D. - Tuesday, January 13, 1976 at Ramada Inn.

Bismarck, N.D. - Wednesday, January 14, 1976 at N.D. State Highway Bldg. Large Auditorium - East Entrance.

Grand Forks, N.D. - Thursday, January 15, 1976, University Center Lecture Bowl, UND Fargo, N.D. - Friday, January 16, 1976 at 4H Center, N.D. State University Campus

Accident prevention is everybody's business, so lets get involved.

* * * * *

NORTH DAKOTA 1975 AVIATION MECHANIC AWARDS PROGRAM

It is time for aviation mechanics in North Dakota to enter the annual aviation mechanics safety awards program. Eligible aviation mechanics may submit their suggestions or development of a maintenance or inspection procedure which enhances safety by making an entry on FAA Form 1210-1. Entry forms may be obtained from the FAA General Aviation District Office, Box 5496, State University Station, Fargo, N.D. 58102.

Three classifications for selection of a winner has been established: (1) For the suggestion of a design or improvement to an aircraft or powerplant or any of its components that led to or resulted in increased reliability or safety in aviation. (2) For the suggestion or development of a maintenance or inspection procedure that contributed to safety in aviation. (3) For the consistent demonstration of a high level of professionalism in the performance of his duties as an aviation mechanic that resulted in increased reliability or safety in aviation.

The judges will select a North Dakota winner in a meeting at Bismarck at 10:00 a.m. on Wednesday, January 7, 1976 in the offices of the State Aeronautics Commission at the Bismarck Municipal Airport. The judges are Robert (Bob) Chase, Mandan; Ronald Nelson, Litchville and Harold G. Vavra, Bismarck, N.D.

* * * * *

FLIGHT INSTRUCTOR OF YEAR TO BE NAMED

A panel of judges consisting of Dan Wakefield of Wakefield Flight Service, Devils Lake; Vernon H. Baltzer, Asst't Director, N.D. Aeronautics Commission; Jack K. Daniels, owners of Servair, Williston; John Odegard, Director of Aviation Dept, UND, and Tom Westall, Chief of Flight Section, GADO #7, Fargo, will be meeting in January to select the Flight Instructor of the year from among the candidates. The award is given to the individual who has shown a high degree of professionalism, etc. The winner will then compete at the regional and that winner at the national level.

It is planned that the State winner will be recognized at the annual NDAA's convention January 22, 23 and 24th.

* * * * *

WEATHER MODIFICATION BOARD HIRES NORTH DAKOTA NATIVE AS DIRECTOR

Martin R. Schock born at Turtle Lake, N.D. was hired as the first director of the newly created Weather Modification Board by the 10 directors of the board and started his duties as of November 1, 1975. Mr. Schock is highly qualified having served as Director of the S.D. Weather Modification Division. He graduated from Turtle Lake High School in 1962 and from the NDSU in 1966 with a BSAE (Bachelor of Science in Agricultural Engineering and from the S.D. School of Mines & Technology with a Master in Meteorology in 1968. Since that time, he has been active in research and in operational weather modification projects, also writing an impressive list of papers, bulletins and reports. He is married to the former Carol Ann Barnes of Rapid City, S.D., who with sons Marcus and James live at 1121 North 29th St., Bismarck, N.D.

* * * * *

GENERAL AVIATION PILOTS TO GET NEW FAA WEATHER DISPLAY SYSTEM

Stated for commissioning December 1, 1975 at Midland, Texas Flight Service Station was a new radar-generated display system designed to improve the quality of pilot weather briefings. It is expected that the system will eventually be installed at 43 Flight Service Stations, strategically located to provide pilots with real time, long-range weather information on a nationwide basis.

* * * * *

JOHN L. MCLUCAS NEW FAA ADMINISTRATOR

Sworn in by President Ford on November 24th, John L. McLucas, former assistant Secretary of the Air Force replaces Alexander Butterfield, who resigned March 31st. James Dow, who had been acting administrator becomes deputy administrator. Joseph Laitin now assistant Secretary of Defense for public defense will become McLucas's assistant administrator for information services.

* * * * *

1975 AIRCRAFT REGISTRATIONS AND AERIAL SPRAYING LICENSES SET RECORDS

During 1975, the State Aeronautics Commission registered 1,405 general aviation aircraft in N.D. an all time high, compared with 1,345 in 1974, an increase of 5 percent. Aircraft licensed by the Aeronautics Commission for aerial spraying totaled 306 in 1975, a record, compared with 283 in 1974, an increase of 8 percent.

NORTH DAKOTA WEATHER MODIFICATION ACTIVITIES:

The State Weather Modification Staff conducted meetings with County Authorities throughout the State. County Weather Modification Authorities agreed to cooperate in having the Weather Modification Board advertise for Bids for the 1976 program. The County Authorities have received proposed cloud modification operational plans for this program.

On the basis of this plan, a Request for Bid (RFB) will be issued for bids. Those individuals or agencies desiring to receive a copy, should contact the Weather Modification Board.

That there are only 17 Counties with Authorities in North Dakota, this imposes limitations applicable to the 1976 program. These limitations may be alleviated with more Counties establishing Authorities.

There are other Counties which have indicated an interest in establishing Authorities. The State Weather Modification Staff will assist these Counties with materials, guidelines and presentations, as requested.

The State Staff consists of Martin Schock, as Director; Roy G. Zittelman, Assistant Director; John Medina, Head of Operations; and Carol Hopper, Secretary. The office is located at the Municipal Airport, Bismarck with mailing address of P.O. Box 1833 and telephone 224-2788.

The Weather Modification Board was established by Governor Link appointing seven board members; a member from each of the seven Districts established by North Dakota Code Chapter 2-07, SL 75. Also the NDCC 2-07, SL 75 directs three State Staff members to be members of the Weather Modification Board. These individuals are from District I, Harold "Tony" Weninger, New Town; District II, Walter Yuly, Minot; District III, Richard "Dick" Wentz, New Rockford; District IV, Luther Berntson, Adams; District V, Walter T. Stine, Valley City; District VI, James "Jim" Eastgate, Bismarck; District VII, Wayne Brooks, Bowman; Aeronautics Director, Harold Vavra, Bismarck; Water Commission Engineer, Verne Fahy, Bismarck and Director State Health Department, Gene Christenson, Bismarck.

* * * * *

NORTH DAKOTA AVIATION ASSOCIATION TO HOLD ANNUAL CONVENTION, JANUARY 22, 23 & 24TH WEST HOLIDAY INN, FARGO, N.D.

Mixing very little frivolity with a large amount of business, the N.D. Aviation Association (NDAA) will kick off their annual convention Thursday, January 22nd at 3:00 p.m. with a business meeting. A poolside cocktail party that evening will wind up the first day. Friday we'll see a full day of business meetings, starting with a bloody Mary breakfast, more meetings, then a noon luncheon with speaker, then meetings capping off with a social & refreshment hour and recognition banquet. The convention will adjourn Saturday after committee reports & election of officers. A complete agenda of the convention follows:

THURSDAY, JANUARY 22ND:

1:00 - 3:00 - Registration (West Holiday Inn, Fargo, N.D.)
3:00 p.m. - First Business Meeting
6:00 p.m. - Poolside Cocktail Party

FRIDAY, JANUARY 23RD:

7:30 a.m. - Bloody Mary Breakfast
9:00 a.m. - Safety Report - Presented by Denver FAA Regional Office
9:45 a.m. - Proposed Aerial Application Rules, N.D. Aeronautics Commission
11:00 a.m. - Aerial Application Pro's & Con's
12:30 - 2:00 - Luncheon Meeting (Speaker)
2:00 - 3:00 - N.D. Sales Tax (Walter Stack, N.D. Tax Department)
3:00 p.m. - National Aerial Applicators Association Report
3:45 p.m. - N.D. Department of Agriculture (Myron Just, Commissioner)
4:30 p.m. - Presentation by Industrial Membership
6:30 p.m. - Social & Refreshment Hour
7:00 p.m. - Annual Banquet (Past Presidents Awards & Recognition, also FAA Mechanic and Flight Instructor of Year Award)

SATURDAY, JANUARY 24TH:

9:00 a.m. - Closing Business Session
Committee Reports - Election of officers

* * * * *

TRANSPONDER TESTING JANUARY 1, 1976

We would like to remind all aircraft operators that effective January 1, 1976, no person may use a transponder unless that transponder has been tested within the preceding 24 calendar months. Spot checks indicate many operators are not aware of this requirement.

Further information may be obtained by referring to FAR 91.177 or call the Fargo GAD0 office at 232-8949. (Wes Edwards, Avionics Unit Chief)

* * * * *

1976 AIRCRAFT REGISTRATION FORMS TO BE MAILED NEXT WEEK

The 1976 aircraft registration forms will be mailed to all aircraft owners next week. In 1975 year, the Aeronautics Commission had a total number of 1,405 aircraft registered. Licenses become due January 1st.

* * * * *

SURPLUS PROPERTY PROGRAM & SUGGESTED NEW PROGRAM

The North Dakota Aeronautics Commission has in the past had a very active program whereby surplus property was secured by direct donation to the various airports throughout the state. Under the donation program, if a piece of equipment was declared surplus, all Federal Agencies, such as Forest Service, Dept. of Agriculture, etc., had a priority during a screening period. The screening period terminated in an automatic Release Date (ARD) and then five (5) days were set aside during which time applications submitted under the airport donation program, were considered, if the property was still available. As can readily be seen, any property that remained, left a lot to be desired as to condition. The foregoing pertained to property that was reportable, such as trucks, automobiles, tractors and larger equipment.

Other items of under a certain dollar value are considered unreportable and can be secured by making an application and submitting same through channels. Unfortunately, the material sought may not be there because your channel was too long and some other agency with more direct screening, expedited their paper work and had picked up the property.

With the foregoing lengthy review out of the way, the following explanation and suggested method is a means of securing better equipment.

A past Congress in its wisdom created many commissions, consisting of approximately 5 states in each commission and since Congress created same, they have a Federal Status and a good priority for surplus property. In this area, the Old West Regional Commission was created, consisting of North and South Dakota, Montana, Wyoming and Nebraska. The Governors of each state are members of this commission and they make various grants for research, among other duties.

Fortunately for the States, they also recognized that a surplus property program could be set up and it is through this program we are advising the airports to secure surplus. To become eligible, the City or Airport Authority (it is suggested that airport authorities work through their parent city) must make application as a recipient and prove that they have liability insurance. They must also name a contact person and funnel all requests through this person. To learn more of this program and secure forms, it is suggested that you contact Mr. Robert (Bob) Olson, Property Officer, Old West Regional Commission, Disaster Emergency Service (DE) Box 1817, Frairie Barracks, Bismarck, N.D., 58505, Tel: 224-3300

* * * * *

AIRPORT SNOW REMOVAL

TO: General Aviation Airport Managers, Airport Authority Chairmen, City Foreman, Plow Operator and all others.

SUBJECT: To try and forestall the numerous complaints that the North Dakota Aeronautics Commission receives every winter, starting with the first snow fall, about the inadequacies of snow removal, the Commission would like to stress and emphasize the following points:

1. Move the first snowfall out beyond the lights. Reason #1: If you don't move the first fall out beyond the lights, you will not have room for subsequent falls and will wind up with a trench, looking a little like the Grand Canyon. Reason #2: If the lights are further than 10 feet from the edge of the pavement, all the more reason for plowing and moving the snow out beyond the lights is that a pilot landing in darkness is trying to stay in the center. If lights are 120 feet apart and pavement narrow, such as 50 ft., it is very easy to have a wheel, especially with a twin, catch in the snow with dire results. In the past 6 years, a Cessna 310 and a Beech Baron were severely damaged landing in situations as explained.

2. Establish Priorities and Maintain them. This pertains especially to airport authorities that have agreements with city crews to plow the airport. Reason: While this arrangement gets very good utility out of the equipment, it leaves a lot to be desired, in that most city crews place a very low priority on the airport. In fact, after a snow fall or storm, most crews will only remember the airport after they have cleaned every street, alley, driveway, etc., which may take days. Try and open the airport at least on the day following a fall. In a situation where you are sharing or renting the city equipment, try and get at least one piece out to the airport. Get together with the foreman, street commissioner, alderman or counsel member and establish a good priority and maintain it.

3. Make sure crews know how to plow the airport. Reason - most crews with a few exceptions will plow an airport just as they would a city street because they do not understand the needs of an aircraft versus an automobile. They will leave small windrows and finger drifts which have a habit of partially melting and then freezing hard, raising havoc with propellers and fragile nose gears. Remember, just because they did a good job last year is no guarantee because old Joe may not be on the job this year and the new man needs checking out.

4. Clean your ramp of all chocks and other loose debris. Reason - If a blower is to be used, nothing will wreck a blower faster than a chock made out of a good length of 4 X 4. Rocks have the same effect.

AIRPORT SNOW REMOVAL - continued

5. Make a point of having someone knowledgeable out on the airport the first time the crews go to work. Reason - If you don't, you will have tiedown ropes sheared off, your tiedown perhaps wrecked and tied down aircraft possibly damaged. Remember this could be a new crew and maybe if it is old Joe, he may have forgotten where everything is.

Conclusion: Perhaps what the foregoing all boils down to is professionalism "in a job well done and with pride."

* * * * *

NORTH DAKOTA GAME AND FISH TO ALLOW AERIAL HUNTING ON PREDATOR BASIS ONLY*

The following rules and regulations are hereby adopted and promulgated pursuant to and as authorized by Chapter 20.1-02 of the N.D. Century Code as amended:

1. Except as herein provided no person shall use an aircraft to hunt or harass any wildlife, or to knowingly participate in hunting or harassing any wildlife with an aircraft.

2. A permit to use an aircraft in the hunting of predatory animals may be issued to any person who complies with these regulations, upon determination by the Game and Fish Commissioner that such a permit is necessary for the protection of livestock, domesticated animals, or human life, and that aircraft hunting is the preferred method of predatory animal control under the circumstances involved.

3. The permit shall only be valid for taking a specified number and species from a specified permit area, for a specified period of time, and with specified gunners.

4. The application for a permit shall be made on forms prescribed and provided by the Game and Fish Department, and shall include a petition containing the signatures of all the landowners or operators within the proposed permit area, giving a legal description of the land involved, and stating the reasons for the necessity of issuance of a permit. Such signatures shall also constitute permission for the permittee to hunt upon the land in question.

5. The applicant shall obtain a low flying waiver from the N.D. Aeronautics Commission, and the Federal Aviation Administration prior to making application for an aircraft hunting permit. The permit shall only be valid when used in conjunction and in compliance with a valid low flying waiver.

6. The permittee shall, within one week of the end of the term of the permit, file a complete report of the species, sex, estimated age, and approximate location of kill for each animal taken. Failure to so report shall make the permittee ineligible to receive another permit for one year.

7. No aircraft hunting permits will be issued during the months of October, November, December or January.

8. These rules and regulations supersede all previous rules and regulations concerning the use of aircraft in hunting.

9. These rules and regulations shall become effective on July 1, 1975.

*NOTE- The North Dakota Aeronautics Commission will issue low flying waivers for aerial hunting with a condition attached thereto, that the waiver is valid only if the applicant is a holder of a State Game and Fish Department hunting permit. Problems may exist in the fact that FAA does not issue low flying waivers and apparently the Game and Fish may have to waive that portion.

* * * * *

CANADIAN FIRM MARKETS COWL COVERS

If you as an aircraft owner have noticed the fine engine cowl covers our good neighbors from the North use and would like to purchase one, Artic Covers of 1492 Wail Street, Winnipeg, Manitoba Canada R3E-2S4 will supply. Phone 204-775-7639.

Prices include duty and shipping charges UPS or Parcel Post, any other form of delivery will be sent collect. Prices start from \$69.50 per cover and run to \$128.50 for the larger engines. A sample of prices are as follows:

Cessna 120, 140, 150, Piper Apache, Clipper, Colt, Commanche twin & cruiser, PA-8-150, Baron A-55, Travel Air, Aero Commander 560F, All Aeronca's, Luscombe, Mitsubishi and Taylorcrafts go for \$69.50.

Cherokee 140, 140B, 150, 160, 180, Baron C55, Baron D55, 58 go for \$76.75.
Cessna 170, 170B, 172, 177, 180, 182, 185 Cardinal R/G, Cherokee Arrow, Commanche 250, 260, Duke, Musketeer, Queen Air, Alon Aircoupe, Chamption Citabria, Mooney MK20-21, Stinson go for \$84.25
Cessna 310, Cherokee 6 \$87.75 - Cessna 206, U206, 337, Piper Navajo, Bonanza, Otter Twin go for \$99.25 - Piper Aztec A, B, C, D & E go for \$92.00
Beech 18, H18, Beaver, Turbo Beaver go for \$114.00; Norseman costs \$128.50.

IMPORTANT NOTE: Check your local fixed base operators as they may be handling Artic Covers, such as Pietsch Flying Service of Minot.

* * * * *

AERONAUTICS COMMISSION MEETING MINUTES AVAILABLE (OPEN RECORD POLICY)

In keeping with the right to know, anyone wishing a copy of the minutes of any Commission meeting, request same by writing the Aeronautics Commission, Box U, Bismarck, North Dakota 58505.

* * * * *

FOR SALE: 1967 Mooney Executive, Auto pilot, DME, M-12, M-3, ADF, Full panel, excellent condition. Contact Louis Koland, Minot, N.D. Tel: 839-7885

* * * *

FOR SALE: 1970 Cessna 206, 10 1200 TtE, Dual KX-170, K1-201 & 211 lnds with G/S three Tight ADF-T12, K1-75 transponder EGT, three bladed prop, big tires & speed fairings, long range tanks, big cargo door, very clean; 1975 Piper Warrior 150 TtE, KX-170, 360 K1201 lnd-KT-78 transponder, ELT, heated pitot, overhead vents, like new. Contact Foss & Meier Flight Service, Box 774, Devils Lake, N.D. 58301, Tel: 701-662-3221

* * * *

FOR SALE: 1966 M20E, Bendix ADF, N-MK12, VOA-4, AIFA-200, new prop, 900 SMOH; 1966 Mooney M20C, KX 150B, Bendix ADF, 1470 TT, like new; 1975 Mooney M20F, Executive, 90 TT, KX-170B, K1201, KT76 transponder; 1975 JK CAB Citabria, 95 TT; 1975 Grumman American Traveler, 200 TT. Contact Pietsch Flying Service, Minot International Airport, Minot, N.D. 58701, Tel: 838-4092

* * * * *

FOR SALE: 1968 Mooney Statesman, MK-12, ADF, 400 SMOH; D-50 Twin Bonanza, 2 MK-12's 2 G/S's, Trans, DME, new paint and Int.; 1975 Cessna Skyhawk, priced right; 1956 Cessna 180, KX-160, LTRA-6, Trans, 600 SMOH; 1958 Cessna 175, 1899 TT, 750 SMOH, 2 MK 11's; 1975 Cessna 150, 575 TT; 1976 Cessna 150, 100 hrs TT; coming 1976 Cessna 185; 1976 Cessna 182 Skylane, 1976 Cessna 206. Call Bob Robinson, OK Aviation, Inc., Rt. 3, Bismarck, N.D. 58501, Tel: 701-258-5610 or 258-6337 evenings.

* * * *

NORTH DAKOTA AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA 58505



FIRST CLASS

Margaret Rose
Historical Society
Liberty Memorial Bldg.
Bismarck, NDak 58501

FOR SALE: 1975 Cessna 150 Aerobat 200 TT; 1975 Cessna 150 Commuter 550 TT; 1967 Cessna 150, 150 HP Commuter, 2000 TT, 800 SMOH; 1974 Cessna Skyhawk 11 150 HP, 1250 TT; 1975 Cessna Skyhawk 11 150, 600 TT; 1976 Cessna Skyhawk 11, 150, new; 1969 Cessna Skylane 182, 1900TT, 300 SMOH; 2-1970 Cessna Skylanes 182, 2000TT, 400 SMOH; 1972 Cessna Skylane 182, 800 TT; 1975 Piper Warrior 150, 650 TT; 1976 Piper Warrior 150, new; 1976 Piper Arrow 200, new; 1974 Piper Pawnee 235, 350 TT; 1975 Piper Pawnee 260, 300 TT; 1975 SZR Thrush, 800 HP, new 50 TT; 1970 Cessna 310 twin, 1 30 TT, 200 SMOH; 1961 Aztec loaded 250 HP, 1700 TT, 500 SMOH; 2-VHF radios for pickups, both have 122.9 crystals, complete with cable. 1-Radair 10, 10 crystals. Contact Ben Meler, Jamestown Aviation, Inc., Box 427, Jamestown, N.D. 58401, Tel: 701-252-2150

* * * * *

WANTED TO BUY: 60 gal. Sorenson Spray rig for Piper PA-11. Call Leland Brand, Taylor, N.D. Tel: 701-974-3578

* * * * *

FOR SALE: 1966 Comanche B, 2250 TT, 650 SMOH, Dual Mr 12A's, VOA 4/5 & UGR-2G/S, three Tight, ADF, Trans.; 1967 Skylane, 260 SMOH, Dual Bendix CNS 220-360 ch. Comms with Dual Bendix Navs and G/S, three Tight, T-12C, ADF, AT-6A Narco Transp.; 1962 A-55 Baron, 2300TT, 550/650 on factory Remans, Collins 618 & CNS 220 Comm. Collins slaved PN-TOT H.S.T., G/S; 1975 Booted Aztec "E", Demo time only, full deice with hot plate windshield, complete King Silver Crown Radio pfg with encoding altimeter; 1967 Skyhawk, 1970 TT; 1972 Cherokee 6, 300 hp, 1420 TT; 2-1973 Cherokee Flight Liners, 1600 TT; 1957 Twin Comanche less than 100 SMOH; 1975 Skylane, ferry time only; 1957 Cessna 180, 650 SMOH; 1962 Skylane, 1285 TT; 1975 Citabria and many others. Call Commander Aviation Corp., Box 1014, Bismarck, N.D. 58501, Tel: 701-223-6862, Nites 223-3388