

AVIATION NEWSLETTER

Vernon M. Baltzer Editor

STATE OF NORTH DAKOTA

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MARCH - APRIL, 1976

AERONAUTICS COMMISSION GRANTS \$100,008. TO 9 AIRPORTS IN STATE AIRPORT AID

The North Dakota Aeronautics Commission at its last meeting April 1st, granted State aid to airports in so that they could match Federal aid or on projects of their own as the case may be. State airport grants are funded by State user taxes on aviation gasoline and jet fuel in the amount of 4% of the gross purchase price of the fuel. Grants made are as follows:

COOPERSTOWN AIRPORT AUTHORITY: \$20,000. To assist in a FAA project involving a reconstruction and pavement overlay and runway widening, extension to 3500', also purchase of land for a total project cost of \$162,471. Project is slated for completion in 1976.

HILLSBORO AIRPORT AUTHORITY: \$10,000. This is a supplemental request to augment \$10,000. granted last year for a new airport. Total project cost is \$192,000. and will involve purchase of land and construction of 60 X 3300 ft. NW-SE runway plus 90 X 90' ramp and connecting taxiway. Project is slated for 1976 completion.

LAKE WILLIAMS TOWNSHIP AIRPORT AUTHORITY: \$1,250. For 50% matching for installation of a low intensity airport lighting system. No federal aid involved.

MINTO AIRPORT AUTHORITY: \$10,008. For grading, seeding of a turf runway, concrete apron, removal of obstructions and runway lights. No federal aid involved.

MOHALL AIRPORT AUTHORITY: \$10,000. This is also a supplemental grant to bring the total of State aid to \$20,000 for assistance in matching a federal grant. Total project cost is \$225,000. Project started in fall of 1975 and will be completed in 1976. State grant also includes money for a low intensity lighting system.

OAKES MUNICIPAL AIRPORT AUTHORITY: \$10,000. Again a supplemental grant to bring the total to \$20,000 for assistance in matching a Federal grant. Total project cost is estimated at \$275,000. A new airport is to be constructed in 1976 subject to funding by the new Federal aid to airport law. Project consists of land acquisition, construction of a 60 X 3400' hardsurfaced runway; a 30 X 380' connecting taxiway to a 100 X 200' ramp, wind cone and fencing.

PARK RIVER AIRPORT AUTHORITY: \$10,000. Another supplemental grant to bring the total to \$20,000 for matching assistance for a federal grant in the construction of a new airport. Construction was begun in 1975 and will be completed in 1976. Total project cost will be approximately \$242,000 and consists of purchase of 184 acres of land, construct and pave NW-SE 60 X 3100' runway, 150 X 200' ramp, connecting taxiway, also construct 100 X 2500' NE-SW turf landing area, wind cone and entrance road.

PARSHALL AIRPORT AUTHORITY: \$8,000. This is a 50% matching aid for the cost of a double armor seal coat for the Parshall Municipal airport runway, ramp and connecting taxiway. There is no Federal aid involved.

WATFORD CITY AIRPORT AUTHORITY: \$20,000. This is also a 50% matching grant non-federal aid project to enlarge the ramp and overlay it, construct some hangar taxiways and other repair and maintenance work.

The Aeronautics Commission also deferred considering of additional requests in the amount of \$190,000 of requested state aid for five other airports, pending receipt of state funds and more positive Federal funding.

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SENATOR BUCKLEY'S EXPERTISE RESPONSIBLE FOR RAID ON TRUST FUND- SENATE PASSES ADAP BILL 76 TO 3

Although treated lightly by the Aviation Committee of the Commerce Committee minority report, only 1½ pages, wherein Senator Buckley compared the median income of the average aircraft owner to the median income of the average american taxpayer and suggested some tax relief from the general fund by raiding the trust fund, Buckley on the floor switched tactics.

Buckley on the Senate floor introduced an amendment to fund FAA maintenance funds from the trust fund (150 million first year to increase to 375 million by 1980) after capital outlays are met as authorized by the appropriations committee. Next he, by enlisting the aid of Senator Muskie, chairman of the Senate Budget, who endorsed the concept of maintenance for safety by a statement, prevailed on the Senate to accept his amendment 46 to 32.

The Senate then defeated 3 anti SST amendments but did pass the amendment to establish equal charges and rates among airport users. As passed, the Senate bill

S-3015 now goes to conference with the House and Senate, then back to the respective chambers for approval and then on to the President for his approval or veto.

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AEROSPACE EDUCATION WORKSHOPS FOR SECONDARY TEACHERS TO BE HELD AT 3 POINTS IN THE
STATE THIS YEAR

Have you as a pilot ever been appalled at how little and the many misconceptions that the general public has about aviation? If so, here is your chance to change all that by informing as many secondary teachers as you can about all the opportunities available, to become very knowledgeable about aviation, earn credits and then impact knowledge to our youngsters.

With the dates of June 1st to 11th, 1976, the "Institute of Aerospace Education Studies" will be the first, sponsored by UND under the Division of Continuing Education and the Department of Aviation in cooperation with Jeppeson-Sanderson Education Division.

Two semester hours credit will be available for both graduate and undergraduate students. Food and lodging will be available at the University at reasonable prices.

Cost of the course is \$100.00 which includes among instructional material, a Jeppeson Sanderson Instructor's guide, text book, workbook, computer, plotter and 5 hours of flight time. The flight time may be in any of the University on-the-line aircraft, such as Piper 140 Flight liner, Cessna 150 Commuter, Beach Musketeer, Blanik L-13 glider or even some time in the GAT-1 simulator. Field trips have also been scheduled. A buffet dinner is scheduled for the evening of the 10th with Ken Smith of Frontier Airlines as keynote speaker. For more information or to sign up for the course, contact Barbara Solee or Winton Dole at the Dept. of Aviation, Box 8216, University Station, Grand Forks, N.D. 58201, tel: 777-2791 or 777-2792.

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DICKINSON STATE COLLEGE WORKSHOP - JUNE 3-14, 1976 (Held at Bismarck Junior College)

Dickinson State College will present an Aerospace Education Workshop again this year in cooperation with the Department of Public Instruction and the Civil Air Patrol. The workshop will be held June 3 - 14, 1976 at Bismarck Junior College.

It is a non-technical approach to aviation and aerospace for all interested persons, particularly suitable for administrators, counselors and teachers at elementary, secondary and junior college levels.

This workshop is open to everyone. There are no requirements for previous courses. Four quarter hours of college credit may be earned. The cost is \$80.00, including all materials, activities and field trip transportation, but not meals and housing.

Activities at the workshop include wide ranging use of resources, audio-visual materials and model building. Each participant will have the chance to fly an airplane, prepare a practical personal curriculum project and learn about aviation and aerospace activities.

A field trip to Houston and NASA is planned, subject to the availability of an airlift. For further information, contact Dale Ziemann, Director, Aerospace Education Dickinson State College, Dickinson, N.D. 58601, Tel: 227-2115.

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VALLEY CITY STATE COLLEGE WORKSHOP - June 14- July 9, 1976

This State College under the Industrial Educational Department has scheduled a 4-week course which is basically a course in aviation fundamentals. The course will be a ground school designed primarily for school teachers. The class is, however, open to anyone with an interest in taking a college credit course about flying & aviation. The course is not designed to teach flying, although three familiarization flights are scheduled. Cost will be \$60.00 for the course plus costs of the 3 flights. Course description is as follows:

"This course is designed to provide the student with basic information concerning the realm of flight. Topics include federal air regulation, forces of flight, weather, visual navigation, radio navigation and familiarization flights."

The outline of the course also follows:

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|--|----------------------------------|
| A. Federal Air Regulations | 1. Emergency Procedures |
| B. The Airplane and Aerodynamics | J. Weather - Meteorology |
| C. Flight and Airports | K. Aeronautical Charts |
| D. Communications | L. Flight Computer, Part II |
| E. Aircraft Control | M. Radio Navigation |
| F. Weather | N. Specialized Flight Procedures |
| G. Fundamental Aircraft Performance | O. Flight Planning |
| H. Introduction to the Flight Computer | P. Flight Safety |
| | Q. Three Familiarization Flights |
| | (1) Airplane Control |
| | (2) FSS Operations |
| | (3) Radio navigation |

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NOTE: BORDER AIRPORT TO BE CLOSED MORNING OF JUNE 5TH FOR 1/2 DAY

In order to accommodate the expected two to three thousand people that may attend the ceremonies "Salute to America" staged by our good neighbors to the north, the Noonan Airport is to be closed Saturday, June 5th until 12:00 noon.

DUANE STRAND & IRVING (SWEDE) SWENSON OPEN RESTAURANT:

Duane Strand, a past president of the North Dakota Aviation Association and Swede Swenson, who was a former company pilot for Schultz & Lindsay Construction, along with their wives Marion & Marge, have opened a new type of restaurant called "Soup'n Such" in Fargo at 111 Roberts Street.

Strand was a FB0 at Fargo for quite a few years and was very instrumental in keeping the North Dakota Aviation Association flourishing. At Hector Airport, he also operated the Skyline Cafe along with an overseas operation in aerial application for insects. He also tried his hand in establishing a commuter airline within the state. More recently he was involved in air operations in California and Southeast Asia.

Soup'n Such started by Strand telling flight crew members on long cargo flight, that someday, somebody is going to sell soup and a good loaf of bread and make money. One young man who worked for him in California took his suggestion, moved to Oregon and now has five Soup'n Such type restaurants.

Swede Swenson, after leaving Fargo in 1970, worked as a charter pilot in the Omaha and St. Louis area before joining Strand in the venture. Strand remembers selling Schultz & Lindsay their first aircraft and having them hire Swenson as the company pilot. The Schultz & Lindsay Construction Company is now the Meyer Construction Company of Dickinson, N.D.

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AVIATION OPERATORS PROTEST AIRCRAFT PARKING BAN AT BISMARCK MAIN PASSENGER TERMINAL:

In their annual meeting at Fargo last January 24th, the North Dakota Aviation Association passed a resolution protesting the restrictions placed on all general aviation aircraft wishing to park on the ramp near the large terminal, at Bismarck.

The resolution was sent to Raymond Heinemeyer, the manager, along with Senators Young, Burdick, The Governor, the Mayor of Bismarck and Mervin Martin, regional FAA Director at Denver, Colorado.

In his response, Heinemeyer stated that problems in Security as demanded by FAA, safety and lack of ramp space did exist and that he was very concerned about general aviation needs and wants. He said that Bismarck had just completed a \$235,000 general aviation terminal, one of the best in the upper Midwest. Plans are being formulated on using the portion of the old East-West runway, now being used by the Army Air Section helicopters as a ramp, for general aviation parking as soon as they relocate the Guard.

An interim solution of unloading and loading passengers has now been worked out with Federal Security people. This solution will allow aircraft to park and unload passengers behind the white lines on the NW corner of the ramp near the terminal with the pilot being responsible that his passengers enter the building on the north side restaurant entry. The pilot, after disembarking his passengers, then is to taxi his aircraft over to the general aviation terminal and if he wishes, airport personnel will transport him over to the main terminal and also picking him up again at no cost.

In loading passengers, it is suggested that the pilot keep his parking time at the main ramp to a minimum, in that he coordinate his movement to the main terminal with the passenger's arrival. If any doubt exists, more information can be had by contacting Bismarck Unicom on 123.00. Signs pointing to the general aviation entrance are also expected to avoid confusion.

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EMERGENCY LOCATOR BEACON PROBLEMS:

When proposed and finally becoming mandatory by an Act of Congress, the panacea of the ELT became instead Pandora's Box, with many associated problems. These problems caused by inadvertent activation, be it caused by hard landings, temperature changes or some other form of equipment failure, have caused many hours of someones time being wasted, in the pinpointing of the culprit ELT. It has also created a blase "Little Boy who cried Wolf" too often attitude, which although wrong, is hard to overcome.

To retain the credibility needed on this matter, all pilots are again asked to switch over to 121.5 before shut down to ascertain that their ELT is not chirping. The problem of inadvertently triggered ELT's is becoming so severe, that the Aeronautics Commission is considering the use of Public Service announcements in the area where a triggered ELT is suspected, asking all pilots in the area to check their equipment. If it happens to be yours, don't be embarrassed, no one will criticize you or write you up, but do call someone and let them know that it was yours. If you don't and just shut it off, you have just created a new problem in that the searchers are now wondering if the batteries went dead and someone is still in trouble. You may call the Aeronautics Commission at 224-2748 or State Radio Communications toll free number of 1-800-472-2121 or any Flight Service Station.

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FAA TO THIN ALS:

In a very unprecedented move and with little or no prior notice, airport managers have discovered FAA crews thinning out airport lighting systems at all, except category 2 & 3 lighting systems. The thinning process consists of removing every other bar and sequence flasher. The light bars are presently 100 feet apart and after removal of every other one, will be 200 ft. apart. It seems that someone apparently decided that the present intensity of lighting is not needed for Cat I operation, their minimums not being as severe as Cat 2 & 3 operations.

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NOTICE TO PILOTS AND AIRPORT OWNERS:

The North Dakota Aeronautics Commission is in the process of developing a North Dakota Aeronautical Chart and would like your help in doing so.

If you have a landing strip and would like to have it published on the chart, would you please draw on the sectional map that is provided for your convenience, the location (dimensioned from section lines), length, width, type (dirt, turf, gravel, etc.) and obstructions that may come into determining the accessibility to the strip (power poles, telephone poles, trees, buildings, ditches, etc.), with dimensions from the strip, along with the height. All private strips will be denoted as restricted as to protect any owner from unnecessary landings and liabilities.

We would like you to return this sectional map by the 1st of May, so we may have this chart published as soon as possible, at no cost to the individual. Those not received prior to May 1, 1976 cannot be printed at this time.

Also, if you know anyone that has not received this notice and has a strip and wants to have his strip published, have him contact our office as soon as possible. Your cooperation will be appreciated as we would like to show as many suitable strips as possible for emergency purposes.

At this time, we are planning to distribute free of charge to all licensed pilots the Aeronautical Chart when completed. Return the map to the N.D. Aeronautics Commission, Box U, Bismarck, N.D. 58505 - Telephone 224-2748.

NAME: _____

ADDRESS _____

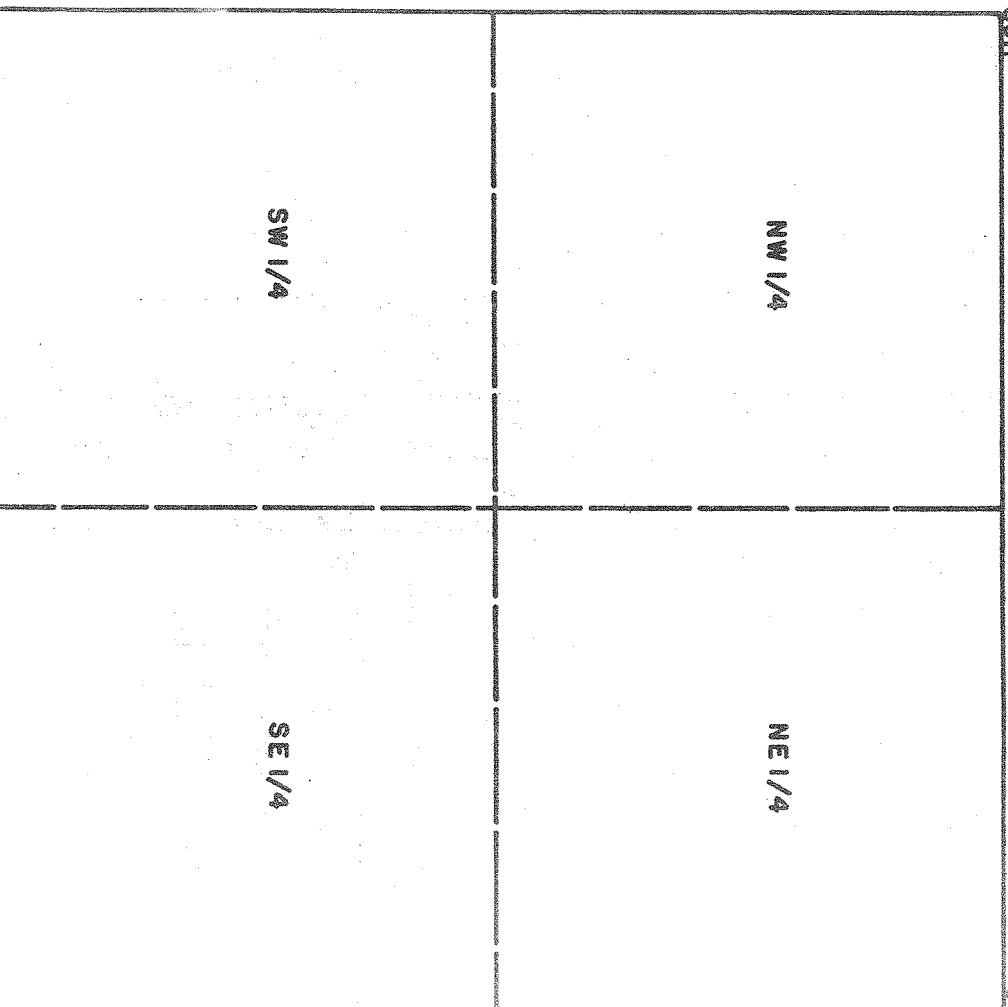
SECTION _____ TOWNSHIP _____ N. RANGE _____ W.

STRIP _____

TELEPHONE _____

Sec. Cor. _____

Sec. Cor. _____

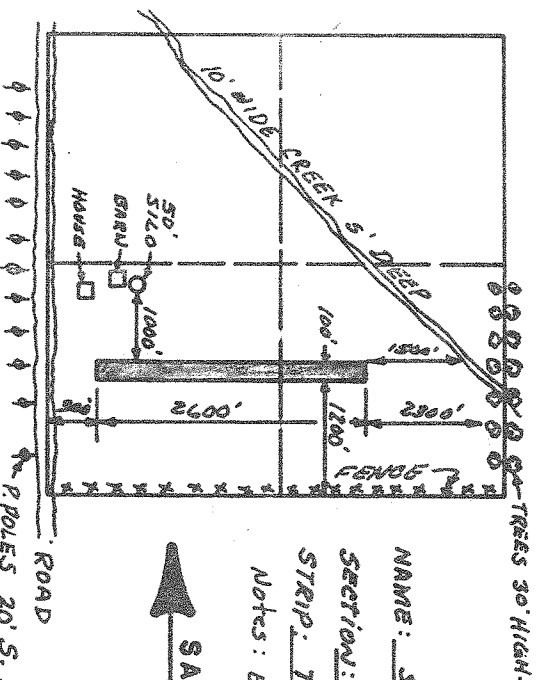


SCALE: 1"=1000'

Notes: _____

Sec. Cor. _____

Sec. Cor. _____



NAME: SAM STRIP

SECTION: 32 T. 146 N. R. 78 W.

STRIP: TURF, 100' X 2600'

Notes: BUZZ FIELD BEFORE LANDING.

SAMPLE SECTION MAP

ROAD
POLES 20' S. 20' HIGH.

GENERAL AVIATION SAFETY STATISTICS AS RELEASED BY NATIONAL TRANSPORTATION BOARD FOR
1975

In U.S. general aviation in 1975, there were 4,575 total accidents compared to 4,425 in 1974, the second year in a row that total accidents increased. At the same time, however, fatal accidents decreased from 729 in 1974 to 662 in 1975. Fatalities also decreased from 1,438 in 1974 to 1,324 in 1975.

Rate wise, the total accident rate per 100,000 aircraft hours flown increased slightly from 13.6 in 1974 to 13.9 in 1975. At the same time, the fatal accident rate per 100,000 aircraft hours flown decreased from 2.24 in 1974 to 2.01 in 1975; the lowest recorded fatal accident rate for general aviation as far back as 1946.

Air taxi flying within general aviation experienced a decrease in total accidents, fatal accidents, and fatalities in 1975 compared to 1974. Total accidents decreased from 191 to 180, fatal accidents decreased from 40 to 26, and fatalities decreased from 111 in 1974 to 70 in 1975. At the same time, the air taxi total accident rate per 100,000 aircraft hours flown decreased from 5.25 in 1974 to 4.71 in 1975 and the fatal accident rate also decreased from 1.10 in 1974 to 0.68 in 1975.

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WANT TO TAKE PART IN FAR'S - IF SO, GET ON MAILING LIST FOR NPRM'S

If you are one of the many pilots that are complaining that Washington does nothing but make superfluous Federal Aviation Regulations, here is how to get your voice considered. The Federal Government has a procedure whereby a bureau or agency or any rule making governmental entity must publish that rule in what is known as the Federal Register which is printed daily and can be subscribed to for a yearly cost of \$45.00.

Of an interesting note is that the Federal Register in its first year in 1937 consisted of 3,450 pages for the full year and has grown to a present size of 60,221 last year, for an increase of 1,645.5%. Of course we all know that NPRM stands for "Notice of Proposed Rule Making" and FAA like any other bureau or agency, must after they draft a FAR rule change, publish this proposed rule change in the Federal Register.

Fortunately, the Federal Aviation Administration not only publishes the NPRM in the Federal Register, it also makes available to the public, specific NPRM's. NPRM not only announces the proposal but it also invites the public to participate in the rule-making process by submitting written data, views, or arguments prior to a specified date. Each response contributes to the evaluation of the proposal and is considered in the development of the amendment to the FAR which is also published in the Federal Register.

In order to develop FAR's that are responsive to the needs and desires of the public and that conform with the regulatory responsibilities of FAA, it is essential that the public participate in the rulemaking process to the fullest practicable extent. Since the NPRM, which contains the official text of the proposal, should be thoroughly examined before comment is made, the FAA has established procedures to improve the availability and distribution of NPRM's to encourage greater public participation in the rule making process.

If you know the Docket number and other pertinent information of a NPRM and wish a detailed specific copy, it can be secured by writing to the following address:

Federal Aviation Administration
Office of Information Services
Attn: Public Information Center, AIS-230
800 Independence Avenue, S.W.
Washington, D.C. 20591

However, if you are really dedicated to your rights of expression, you can also request to be placed on a NPRM mailing list service to receive all of the NPRM's as they affect certain FAR parts, i.e., 135, 137, 61, 91, etc. This service provides for the automatic mailing of the NPRM's following publication in the Federal Register, at no charge to the public. Write to:

Department of Transportation
Distribution Requirements Section, TAD-482.3
Washington, D.C. 20590

In writing to be placed on the NPRM mailing list, you should clearly show:

- (1) Title or Name
Company or Organization
(a) Use title rather than name when the addressee is affiliated with a Company, association, university, state agency, etc.
(b) The number of characters and spaces on each line should not exceed 29.
- (2) The FAR part number(s) for which NPRM's are desired.

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WISHEK:

According to Mayor Harry Lambrecht, this enterprising city has quite a bit of aviation activity in that Comet Aviation has 9 students flying. Loren Hehr, the chairman of the Wishek Airport Authority also announced that the Airport Authority is completing the purchase of 80 acres of land immediately adjacent to the north of the present airport. Intentions of the Airport Authority are to reorient the NW-SE runway so as to change the flight path away from the hospital and school.

He also said that a breakfast Fly-In was being planned sometime in May with the date to be announced.

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AERIAL APPLICATORS PLEASE TAKE NOTE OF SECTION 39-12-04 OF NORTH DAKOTA CENTURY CODE

North Dakota Century Code, Section 39-12-04 is herewith printed below verbatim for your information if you find that in your operations, that you must occasionally use a county road or township road for your aerial application operations. While it appears to be completely legal to do so, through the years it has been an unwritten understanding on the part of the aerial applicators that they refrain from using the State highway system and confine their road operations to lesser used roads, with proper prescribed safety precautions. The North Dakota Aeronautics Commission does not advocate the use of roads purely from a safety liability stand. The liability exposure to all parties concerned and the inherent danger to the aircraft and its pilot is a risk of a very high nature and could become very, very costly.

The code reads as follows:

39-12-04. WIDTH, HEIGHT AND LENGTH LIMITATIONS ON VEHICLES - EXCEPTIONS.

Vehicles operated on a highway in this state shall not exceed the following width, height, or length limitations:

1. A total outside width, including load thereon, of eight feet. Passenger buses exceeding eight feet, but not exceeding one hundred two inches in width may be operated only on and over those highways in the state designated by the highway commissioner. This limitation shall not apply to construction and building contractors' equipment, or to equipment used by such contractors to move their own equipment and when so moved by its owner or owners, which moving equipment shall not exceed ten feet, nor to implements of husbandry temporarily propelled or moved upon the highways of this state between sunrise and sunset; nor shall such limitation apply to farmers or ranchers or employees under their supervision when moving hay in the stack for his or their own use or in cooperation with other owners, providing that equipment used for this purpose shall be operated along the extreme right edge of the road or highway, and shall be operated only between the hours of sunrise and sunset and in accordance with reasonable rules and regulations prescribed by the state highway commissioner; nor shall such limitation apply to a commercial haystack mover who shall have first obtained a seasonal haystack moving permit from the state highway commissioner. Provided, however, that any commercial haystack mover possessing a valid permit may also haul bales under the authority of the permit issued authorizing the hauling of haystacks. The fee for such permit shall be fifteen dollars which shall be in lieu of registration requirements while such vehicle is used for haystack moving only. Applicant shall have filed proof of liability insurance coverage in an amount not less than fifty thousand dollars and shall operate only between the hours of sunrise and sunset and in accordance with such additional reasonable rules and regulations as may be prescribed by the state highway commissioner. All vehicles, including their load, exempted from the width limitations provided by this subsection, when operating on a public highway, shall be preceded and followed by a flagman, or shall have mounted a sign or device on a pole or rod of such type and such height as approved by the state highway commissioner, indicating the presence of an over-width, slow-moving vehicle.

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AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC) CHANGES IN NORTH DAKOTA

En route air traffic control service for North Dakota is presently being provided by the Great Falls, Montana, Air Route Traffic Control Center (ARTCC). This facility is scheduled to be closed on June 6, 1976.

The Salt Lake City ARTCC will assume control of the western 40 miles of North Dakota west of 103° 10' west longitude on March 25, 1976. Great Falls ARTCC will continue providing service for the remainder of North Dakota until June 6, 1976, when this function will be transferred to the Minneapolis ARTCC.

Several improvements in service will be available with the automated radar control systems at Salt Lake City and Minneapolis ARTCCs that are not available in the Great Falls ARTCC. These include: Mode C automatic altitude readout, display of light and heavy precipitation areas, increased system capacity permitting reduction in separation of aircraft from 10 to the standard five miles, compatibility with the other 20 ARTCCs' computers for automatic relay of radar and flight data, and the minimum Safe Altitude Warning program for controllers, which will be available in late 1976.

Radio communications systems for control of aircraft in North Dakota presently in use at Great Falls ARTCC will be available at the Minneapolis ARTCC. Radar data from Watford City will be available at the Minneapolis and Salt Lake City ARTCCs. Minneapolis ARTCC will also have radar data from sites near Finley, North Dakota and Gettysburg, South Dakota.

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NOTICE TO AERIAL APPLICATORS:

The North Dakota Aeronautics Commission will be mailing out the 1976 spraying applications, along with a copy of the New Rules and Regulations the latter part of April. This delay is due to the revamping of the aerial spraying rules and regulations.

VA FLIGHT TRAINING CONTINUANCE EXPECTED:

The Veterans Administration has for sometime been maintaining that the VA sponsored flight training does not serve the purpose originally intended of helping veterans secure employment or increase their earning power.

The VA through the administration has had a bill introduced which is Senate Bill S.3109 which would terminate Veterans Administration payments to veterans for flight training expenses. Although the bill has been introduced, a spokesman for the Senate Veterans Affairs Committee has indicated that "Absolutely nothing has been done to hold any hearings" on the measure. It has also been learned that the House Veterans Affairs cited "dim prospects" for the bill. The reaction in the House has been negative to the Administration proposal. Another bit of good news is that the General Aviation Manufacturers Association has had a letter from Rep. Ray Roberts (D-Tex) chairman of the House Committee, in which he said his committee has "no plans" to consider the VA's proposal.

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WEATHER MODIFICATION OPERATIONAL PROJECTS FOR 1976

The North Dakota Weather Modification Board has contracted with Weather Modification, Inc., Bowman, and Aviation Services, Inc., Minot, for aircraft and radar services in support of its 1976 Operational Project.

Weather Modification, Inc. will provide 9 twin-engine aircraft to be located at Devils Lake, Harvey, Cooperstown, Carrington, Robinson, Gwinner, Lemmon and Bowman; and two 5-cm radars located at Carrington and Hettinger.

Aviation Services, Inc. will provide 5 twin-engine aircraft to be located at Tioga, Parshall, Watford City, Minot and Washburn; and a 5-cm radar located at New Town.

The Board and contractors have entered into a cooperative program with the Aviation Department of the University of North Dakota to utilize student interns as co-pilots. This will allow these students to experience first-hand comprehensive instruction in cloud seeding principles and the application of silver-iodide seeding methods.

Classroom instruction includes familiarization with the University radar for aircraft and cloud tracking and for cloud formation identification. The use of co-pilots will improve the quality of cloud data and overall effectiveness of the operational project.

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NOTAM - ASHLEY MUNICIPAL AIRPORT:

Extreme caution is advised landing during daylight hours at Ashley Municipal Airport because of farming operations on the landing areas both NS-EW. They are being narrowed in width to 150 feet from 500 feet. Lights are not available at night unless by prior arrangement until they have been moved.

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SAFETY HEADGEAR AND PESTICIDE CLASS NO. 1 FILTER AVAILABLE IN STATE

Gene Elian of Elian Flying Service, P.O. Box 274, Leeds, N.D. 58346 has informed the Aeronautics Commission that he is distributor of Cal-Mil, a superior custom fitted helmet plus radio headphones, Mics and 3MM Filtering Systems. He states that as all AG pilots know that a well protected head is the best insurance against losing it. This type of fitted helmet is the answer, he said, for applying "Hot" pesticides as his firm has the only light and portable powered filtering system approved under the new regs by NISHO, which can be fitted to the helmet with a quick disconnect unit. These filtering units can be moved from plane to plane in less than a minute. For more information write to Mr. Elian at the above address or call 701-466-2719.

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COMET AVIATION OF JAMESTOWN EXPANDING SERVICES:

John Peters of Comet Aviation, Jamestown, N.D. says that his firm is now an official NOS distributor of aviation charts, with sectionals on sale plus an ordering service, whereby subscriptions can be placed for sectionals, enroute charts, approach charts, etc. They are now the Phillips aviation fuel vendor at the Jamestown Airport having the new low lead 100 and kerosene. Service is offered from 8 A.M. to 6 P.M. every day except Christmas and Thanksgiving. Evening service by calling 252-8289 or by prior appointment. He said that the firm is a FAA and VA approved flight school with 3 instructors, two being instrument instructors. They have also secured the Grumman dealership and have a Cheatah and Tiger on order with delivery to be made in the spring.

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FOR SALE: 1967 Navajo, 10" SMOH, 1500TT, Gold Crown, Radar, Full deice; 1976 Cessna 185, FT0, Float Kit 6 place Interior; 1972 Cessna 402B Businessliner, 100/400 SMOH, Full deice, IFR radio pkg w/AVQ-47 rdr, 400A coupled, Cargo door; 1976 Skylane II, 300 A/P, all the options; 1975 Turbo Booted Seneca II, brand new with full factory warranty, King package, Altamatic ITC Coupled; 1976 Skyhawks, several to choose from at spring clearance; 1964 Turbo Twin Commanche, 175 SMOH, full IFR pkg w/3 Axis A/P, 76 Stationair Float kit, King pkg; 1975 760BC Citabria, three to choose from at wholesale prices; 1976 Lance FT0, King pkg, Altamatic III; 1966 Commanche "B", IFR radios, one yr. paint, 2 Axis; 1965 Cherokee 180-1200 reman, MK 12/MK 3, very clean; 1976 Deluxe Super Cub, FT0, 8" tail wheel all the lights; 1975 Enstrom demonstrator-55 ft, loaded, full factory warranty & ITC; 1976 Turbo Shark Helicopter, FT0, Super equippped, 18,000' service ceiling,

Continued on last page (Commander Aviation Corp)

WANTED: Old and used airplane models, flying magazines, goggles, parachutes, wind socks, maps and other flying memorabilia for use in a small children's air museum in a home. All donations would be final. Please send to or write to: Mary Hawkins, Box 158, Cooperstown, N.D. 58425 or call 701-797-2756

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FOR SALE: 70 gal sorensen sprayer unit complete. Extra nozzels and fan. Electric control valve, fits Cessna 172. Contact Harold Peterson, Minn-Dak Aviation, Drayton, N.D. Tel: 218-455-3304 * * * *

FOR SALE: 1970 Bonanza V35, 1550 TT, 60 SMOH, B7, DG010, loaded; 1972 Cessna 172 540 TT, NavComm 360, Trans; 1972 Cessna 172, 1325 TT, Century I with tracker, everything but DME; 1971 Cessna 172, 2220 TT, MK12B, AT50, runs good; 1972 Decathelon, 350 TT, Escort 110; Cessna Agwagon 300, flagger, no damage, new annual, 1250 TT or trade for newer truck. Want to buy T210 1970 or 1974. Contact John Robertson, Langdon, N.D. 58249, Tel: 701-256-2337 * * * *

FOR SALE: 1953 Tri Pacer 135 hp, 975 SMOH, ceconite cover complete in 1967, new paint and interior in 1972, Mark 3, 3 condensor discharge strobe, full panel, contact Joe Dugan, Mercer, N.D. 58559, Tel: 701-447-5922. * * * *

FOR SALE: 1976 Piper PA-18-150; 1974 Cessna Skyhawk 172; 1975 Cessna 150 Aerobat; 1975 Cessna Commuter; 1975 Skyhawk 11; 1976 Cessna Skyhawk 11; 1970 Skylane 182; 1969 Skylane; 1976 Skyhawk 11; 1976 Cardinal 172; 1976 Pawnee 260; 1975 Thrush 52R 800 HP; 1963 Thrush

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