

STATE OF NORTH DAKOTA



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MARCH - APRIL, 1977

Harold G. Vavra
Director

ROCKY MOUNTAIN GOLDEN SENTINEL TEAM TO PRESENT 4 PILOT SEMINARS IN STATE

The well known Golden Sentinel team of the FAA will be making four appearances in North Dakota during March. The team will present a varied program of interest to all pilots and would-be pilots on subjects related to flying.

At the Minot and Bismarck Seminars, the North Dakota Chapter of the 99's are graciously supplying the cookies for the breaks. All programs will start at 7:30 p.m. and will last about 2½ hours. The dates of the series are as follows:

March 28 - Fargo - Stevens Hall Auditorium, NDSU - Sponsor - Tri-College Flying Club
March 29 - Grand Forks, UND Student Union Ballroom, sponsors - UND Flying Club & UND Aviation Dept.

March 30 - Minot - Ramada Inn - Sponsors - N.D. Chapter 99's; Experimental Aircraft Association
College
Sponsors - N.D. Chapter 99's; N.D. Aeronautics Com.
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PILOT SAFETY MEETING TO BE HELD AT WILLISTON, WEDNESDAY, MARCH 16TH & AT CAVALIER IN MID-APRIL

All persons interested in aviation safety are invited to attend a meeting to be held in the hospitality room of the Cooperative Credit Union at Williston. The date is Wednesday, March 16th and the meeting will start at 7:30 p.m. Sponsor of the presentation will be Servair of Williston and the person to contact for further details is Jack K. Daniels, Tel: 572-3773.

Another safety meeting will be held in the Cavalier area in mid-April, although the date has not been firmed up as yet. Dick Halldorson, 265-4466 is the person to contact for further details.

Both meetings will be presented by the Accident Prevention Specialists of the Fargo General Aviation District Office. Michael Beiriger is Chief of the Section.

ACCIDENT PREVENTION COUNSELOR PROGRAM ESTABLISHED NATIONWIDE BY FAA

While pilots and others here in the Old Central Region now part of the Rocky Mt. Region and the Southwest Region of the FAA, are acquainted with the FAA Accident Prevention Counselor Program, it having been around on a trial basis in the two regions for years, it will be a new program for much of the U.S. FAA apparently concluded rightly that the program enhanced aviation safety and an Advisory Circular AC-60-13 has been issued.

Michael Beiriger, GAD0 #4 has been made Chief of the Accident Prevention Counselor Program which was formerly headed by Harold Olson, while on the trial basis, who was well known by many.

The FAA established the General Aviation Accident Prevention Program on the premise that accident rates could be reduced by encouraging airmen to improve their attitudes toward safety, by refreshing their aeronautical knowledge, and by improving their aeronautical skills. The program encourages total involvement of the general aviation community.

Representatives of all segments of the aviation industry are encouraged to participate with the FAA in the conduct of workshops and seminars which broaden and refresh the technical knowledge of airmen. In addition, accident prevention counselors are sharing their technical expertise and professional knowledge with the general aviation community.

Accident Prevention Counselors are private individuals dedicated to the promotion of aviation safety. They voluntarily serve as assistants to the FAA accident prevention specialist in performing accident prevention functions in their community. Accident prevention counselors act as advisors to the aviation community in support of aviation safety, but without designated regulatory authority. Counselors are selected for their interest in aviation safety, their professional knowledge, and their personal reputation in the general aviation community.

ACCIDENT PREVENTION COUNSELOR PROGRAM - continued

Accident Prevention Counselors assist the FAA in the promotion of aviation safety by:

- a. Providing information and guidance on local flying conditions to transient pilots.
- b. Providing counsel for airmen who may have exhibited unsafe acts in the air or on the ground.
- c. Providing assistance to pilots, aircraft owners, and mechanics on matters pertaining to proper maintenance of aircraft and avionics equipment.
- d. Counseling airmen following incidents requiring flight assistance from personnel in Air Traffic Control.
- e. Assisting FAA in transmitting safety information to pilots, aircraft owners, maintenance facilities, and mechanics.
- f. Conducting proficiency flights (when appropriately rated).
- g. Providing FAA information and assistance in establishing local aviation safety programs.
- h. Notifying the appropriate authorities of the need for corrective action when hazardous conditions affecting safe flight or ground operations are observed.
- i. Organizing and participating in safety meetings, workshops, and seminars.

HOW TO CONTACT A COUNSELOR: Accident prevention counselors are usually associated with a fixed base operation, flying club or local organization having a maintenance or flight operation. Usually the airport manager, the FAA Flight Service Stations (FSS), the Fixed Base Operator (FBO), will have a list of accident prevention counselors and their phone numbers available. All Flight Standards and General Aviation District Offices have a list of the counselors serving the district. The following listing names all of the counselors in the State:

BISMARCK :	Vernon H. Baltzer - Lyle W. Hilden - Kenneth Reed - Dennis D. Rohlf
CROSBY :	Robert Jacobson
DEVILS LAKE:	Harold L. "Parky" Parkin
DICKINSON :	Ronald Ehlers
FARGO :	Lynn R. Larson - Gordon W. Person
GRAFTON :	Donald L. Schuster - Daryl M. Strong
GRAND FORKS:	Lee Barnum - Russell L. Seaver - Larry M. Tauer
HETTINGER :	Jay B. Lindquist
JAMESTOWN :	Beth L. Lucy
MINOT :	Darell W. Brown - Dr. Bernard Huss, MD - James M. McDonald - Charles H. Pope
PEMBINA :	Tom A. Nord
ROLLA :	Leonard Kreck
RUGBY :	Wilbur "Bill" Finley
VALLEY CITY:	Philip "Flip" Miller
WANDELL :	Larry R. Linrud
WILLISTON :	Jack K. Daniels

SPRING THAWS & BREAKUP PLUS TURF MAINTENANCE

It seems that pilots just as motorists are often victims of seasonal changes in conditions of the landing area and therefore break up airplanes.

Pilots are cautioned not to attempt landings on turf areas unless they are completely familiar with the area, especially during spring thaws. Looks can be deceiving and what appears to be solid turf can be a quagmire of mud of 1 to 6 inches as the frost leaves the ground, even on high and well drained sections. Frost can form on pavements and can be completely invisible and this condition has already contributed to an aircraft incident, here in the state last month.

After the frost has left the ground in spring and a few days have elapsed to dry up the excess moisture, makes the ideal time to roll the landing area turf to achieve smoothness. Care must be exercised in not attempting this too soon, as severe rutting can occur by the tractor pulling the roller. The more rubber the tractor has, the better.

Turf landing areas become rough by action of the propeller blasts and wind action, especially on light sandy soils blowing the soil away from the grass crowns, leaving the crown elevated.

Another action, perhaps even more pronounced, is the frost heaving action of the grass crowns that creates roughness. Frost will lift grass crowns during the winter and if the crown is not pushed back down in the soil, it remains elevated, again causing roughness. The crown of course roots itself into position as it was left in the spring in an elevated position and the cycle repeats itself year after year and can become quite severe. The solution is to roll and force the crown down so it can re-root itself.

A light application of nitrogen fertilizer broadcasted over the area will also help in keeping a good turf. Consult your county agent for application rates, if in doubt.

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BISMARCK WOMAN WINS SCHOLARSHIP

Mrs. O. A. Beech, Chairman of the Board of Beech Aircraft Corporation announced a \$750 Beech Aircraft Foundation Scholarship has been awarded to Vonne Bourgois, a junior at the University of North Dakota in Grand Forks.

The Beech Scholarship is awarded on the basis of academic achievement in aviation education and potential service to the aviation industry, to be used by the recipient to further her flight training experiences.

Ms. Bourgois is working toward a major in Aviation Administration through the University of North Dakota's Department of Aviation. She is from Bismarck, N.D. and is active as the chapter chairman of the North Dakota Ninety-Nines; an officer in the Delta Chapter of Alpha Eta Rho, a professional aviation fraternity; and a member of the N.D. Flying Farmers and the Civil Air Patrol.

She presently holds her Private Pilot Certificate, is instrument rated and is working on her commercial certificate and certified flight instructor. Her career objective is sales and marketing of aircraft.

John D. Odegard, Chairman of the Department of Aviation, said Ms. Bourgois will represent Beech Aircraft Corporation well as the recipient of their aviation scholarship. "She is an outstanding student at UND's Aviation Department, and is representative of the high caliber of young people entering the aviation industry from colleges and universities throughout the country."

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USE OF 720 CHANNEL TRANSCIVERS*

The FAA is beginning to implement 25 kHz spaced VHF Communication channels in the National Airspace System. Probably not many of our North Dakota operators will be affected by this action but it would be well to be aware of it for future use.

The implementation began in high altitude enroute sectors in January, 1977. High altitude enroute sectors are defined as all sectors having floors at or above the existing low altitude route structure ceiling of 18,000 feet.

Enroute 25 kHz assignments to be commissioned on or after April 1, 1977 are:

ARTCC	GENERAL AREA SERVED	PLANNED	
		FREQUENCY (mHz)	COMM. DATE
Cleveland, Ohio	70 NM radius, Columbus, Ohio	135.675	April, 1977
Indianapolis, Ind.	80 NM radius, Brookville, Ohio	135.575	April, 1977
Chicago, Ill.	125 NM radius, Dubuque, Iowa	135.275	April, 1977
Kansas City, Mo.	75 NM radius, Meiners, Mo.	135.075	April, 1977
Atlanta, Ga.	120 NM radius, Cleveland, N.C.	135.875	May, 1977
Atlanta, Ga.	120 NM radius, Spartanburg, S.C.	135.425	July, 1977
Boston, Mass.	55 NM radius, Frankfort, N.Y.	135.775	October, 1977

Special efforts will be made during 1977 to advise aerospace users of additional 25 kHz frequency assignments but after 1977 the only advisement will be in the Airman's Information Manual.

By satisfying high altitude enroute requirements, it appears that all requirements in the low altitude route structure and at terminals and flight service stations may be accommodated on 50 kHz channels for a number of years.

INFORMATION FROM GADO #4

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PIETSCH FLYING SERVICE - MINOT - EXPANDS FACILITIES

Remodeling is underway at Pietsch Flying Service and is expected to be completed May 1st according to Alfred Pietsch, FBO at Minot International Airport. He said that approximately 5,000 sq. ft. are being added to the entire operation.

The shop was enlarged considerably and a 16' X 50' bi-fold door added so as to accommodate larger twins. Gary Johnson, shop foreman, expressed his feeling that the increased area plus a larger engine overhaul area and a larger parts room will greatly enhance working conditions and expedite work.

In the radio section, which has been moved and enlarged, Harold Wengel, technician also said that the move to a quieter area would improve his working area and allow a larger stock room.

Dan McDonald's Chief Flight Instructor's section has also been enlarged and redone. It is on the 2nd floor of the structure and is quite spacious. Pietsch also said that he expected to have a instrument shop operational as soon as the remodeling is completed. A large reception and sales office with an exceptional glass area overlooking the airside of the airport completes the facility.

The firm, besides being a Mooney aircraft distributor, sells Grumman American and has taken on the dealership of the Rockwell Commander 112 and 114 Models.

NOTICE TO AERIAL APPLICATORS:

The North Dakota Aeronautics Commission will be mailing out the 1977 aerial spraying applications the first part of April. Applications will be mailed to all operators that were licensed in 1976.

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EXECUTIVE AIR TAXI COMPLETELY OPERATIONAL IN BISMARCK

With the completion of the paving of a large ramp airside of a 100 X 100 ft. building of 10,000 sq. ft. and a 30X40 office and classrooms last fall, Executive Air Taxi can be considered completely operational according to Dennis Rohlf's, President and owner.

He stated that the firm was prepared to offer all aviation services with a hangar that can offer heated overnight storage. They also have air taxi & charter, maintenance, flight instruction and aircraft sales being a Beech dealer. John Campbell is in charge of flight instruction, also doubles as a charter pilot and flight instructor. Darrell Woodworth completes the department.

A new Beech Sundowner and a Beech Sport are being used for instruction and rental. In the maintenance section, Dave Aukes is shop foreman and he is assisted by Merrill Varner. The parts department carries parts for both single & twin Beech aircraft.

Rohlf's said that while the firm is primarily in twin engine charter and air taxi, using a Beech King Air and a Cessna 401, they also have been issued an Operations-Specification for single engine aircraft. The flying public is invited to drop in and inspect the facility and have a cup of coffee anytime.

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CONFUSION OVER N.D. & U.S. PESTICIDE ACT - "YOU BET!"

If you as an aerial applicator find yourself slightly confused over whether you should be tested or not, are legal or not, don't feel too badly, just join the club.

After the small snafu caused by the North Dakota Aviation Newsletter stating that testing would be conducted after the Restricted Chemical Seminar January 20th and it never came about, apology is in order and an attempt is hereby being made to clarify the issue.

1. If you are a new Part 137 operator and wish to operate this year, you can still take the test at the N.D. Department of Agriculture at the State Capitol (open book) under the old system and that also will be good until October 31, 1977 or better yet, attend one of the Extension Service Seminars that are currently being conducted (some have been conducted) in the eight regions about the state, where the new test will be given and you will be qualified under the new system.

2. Records are being kept and those of you who have either attended the January Seminar or any given by the Extension Service at various points throughout the State, will be able to take the new test as an open book type. In the event you do not attend any of the seminars and if and when you do take the new test, it will be a closed book type, according to Glenn Johnson at the N.D. Department of Agriculture, Capitol Building, Bismarck, N.D.

3. If you are an aerial applicator and have taken the old test either given at a previous seminar or at the Department of Agriculture, in the State Capitol, you are good until October 31st of this year (1977).

4. Under the present N.D. Pesticide Act, if you are a commercial operator (not aerial) and presently want to operate, you must attend a Restricted Chemical Seminar and make a application record (your own format) to the N.D. Department of Agriculture and take the new test.

5. It is the intent of the N.D. Extension Service to have as many people as possible attend chemical seminars before October 1st and also be tested before then, so as to be able to meet that deadline.

6. The fee of \$10.00 that was collected at the January chemical meeting was for the coffee, donuts and meeting room and is not a application fee of any sort. It was collected by the N.D. Aviation Association and according to Larry Dahl, a credit of \$5.00 is to be made to all applicators that attend at the 1978 convention at Minot, which will be held January 19, 20, 21 at the Ramada Inn.

720 CHANNELS POSSIBLE WITH FIVE DIGITS

How do you get 720 channels on a radio that has five digits showing on the indicator - that is, two digits to the right of the decimal point? On some radios it can be done.

NUMBER OF CHANNELS INCREASED - Back when a truly sophisticated aircraft radio had 90 channels, radios had only one digit to the right of the decimal point - 122.8, 121.7, etc. Then came the 360 channel radios, with two decimal digits - 133.15, 128.35, etc.

Now we are in the era of 720 channel radios, with three digits in the decimal area - 133.725, 133.775, etc. Some 720-channel radios, however, have only five digits in the frequency display area, and the pilot must understand that sometimes the sixth digit "5" is understood to be there.

In 360-channel radios, with five digits in the display, the final digit is always "0" or "5". The frequency 133.72, for instance, is not assigned and cannot be selected by the pilot. However, on a 720-channel radio with display room for five digits, 133.72 can be selected, and when it is, the digit "5" is understood to follow the "2", so that the selected frequency is 133.725.

The frequencies on such radios are as follows:

Digits Displayed	Frequency Selected
133.70	133.700
133.72	133.725

Digits Displayed

Frequency Selected

133.75	133.750
133.77	133.775
133.80	133.800
133.82	133.825

When looking at a five-digit display, you no longer assume you have a 360-channel radio. If you can select only frequencies with "0" or "5" on the far right, you do have 360 channels. However, if you can select numbers with "2" or "7" on the right, you have 720 channels and can assume a "5" to the right of the "2" or "7".
SOME CAN BE CONVERTED: Some 360-channel sets in the past were manufactured with 720 channel capability and can be converted to 720 channels by a change in the frequency selector, some additional wiring, and a modification to the transmitter.
 (Reprint from Piper "The Right Seat")

TAKE OFF -- (A Contest)

Billed by General Aviation Manufacturers Association(GAMA) as the world's largest airplane Sweepstakes totaling \$300,000 for the next 3 years, it will be giving away a \$50,000 airplane every 6 months to a pilot who attained a private pilot certificate during the preceding 12 months.

Each instructor who validates a winning entry will receive a holiday trip for two. The contest started the first of January, 1977 and the first drawing will be six months later. The winner can choose the make and model from those manufactured by members of the General Aviation Manufacturers Association of an aircraft up to \$50,000 retail value. The goal is to get 200,000 new students per year with 100,000 new private pilots per year.

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THINGS OF INTEREST - FROM TECHNOLOGY USE STUDIES CENTER, SE OKLAHOMA STATE UNIVERSITY

ROCKET ENGINE: A village in the Tyrolean section of Austria was greatly disturbed by a "student prank" in June of 1914. The "prankster" was 19 year old Max Valier, who had built a model airplane powered by a ROCKET motor and launched it in the darkness. The incident frightened the villagers and got him in trouble with the police.

Valier flew airplanes during World War I; and, then, in 1925 he wrote an article promoting space exploration with return to Earth by a rocket-powered vehicle with airfoils like NASA will launch in the Shuttle. In May, 1928, he demonstrated a rocket-powered Opel automobile on a race track in Berlin. He built an alcohol/liquid oxygen fueled rocket which weighed 4 kg and would develop 24 kg. Valier substituted kerosene for alcohol, in order to get the financial backing of an oil company and the little engine exploded and killed Valier on May 17, 1930.

Max Valier envisioned rocket-propelled aerospace vehicles and built the first liquid fueled rocket engine. If our aerospace program owes its success to the fact that "we stood on the shoulders of giants" (as a starting base), then surely Valier was one of those giants.

COMPOSITES: We have had a chicken/egg situation in advanced composites for a decade or more. Production has been limited because of the price, and the price has been high because of limited usage. The B-1 bomber is designed to operate for a quarter of a century, as the B-52 will have before it is retired.

Considerable care would be in order if the material used in your next automobile had to permit maximum performance for the next 25 years. The Air Force has had to select about a half million pounds of material per airplane with a quarter century of high performance per airplane in mind. As reported in the December 27, 1976 issue of "American Metal Market," the Air Force has switched construction of the horizontal stabilizer in the B-1 from titanium/aluminum to an advanced composite. The 26-foot long, 1840 pound airfoil will be the largest structure in production whose load carrying members and skin are built from advanced composites. Many structures are flying with composite skins and some with noncritical load carrying structure. However, the B-1 stabilizer will be constructed with graphite fibers instead of the generally used glass fibers. These graphite fibers are the "AS" type at "less than forty dollars per pound." (The same type of fibers cost \$3,000. per pound 10 years ago.)

It may appear to us laymen that the Air Force is spending a lot of money to save 500 lb. per airplane. However, under an old rule-of-thumb, each pound of weight added to structure in design adds nine pounds of penalty in performance. It takes additional power to move an extra pound; it takes additional fuel to develop the power; it takes additional tank space to carry the fuel; it takes additional structure to carry the additional tankage; etc. Five hundred pounds per airplane in a fleet of airplanes operating 25 years offers a significant reward in cost/performance.

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STATE MECHANICS ELECT

At a recent Mechanics Seminar, a organizational meeting was held and the following were elected officers to the N.D. Professional Aviation Mechanics Association. Gordon Person, Dakota Aero Tech, Fargo was elected President; Frank Argenziano, Grand Forks, Vice President; David Carlson, Servair, Williston, Secretary; Dave Teets, Rugby, Treas.

WHEN THE GOING GETS ICY

Flight into known icing conditions is illegal, a basic violation of the Federal Aviation Regulations, unless the airplane is fully equipped to handle the stuff. "Known icing conditions" has been given a very broad definition in recent years. It encompasses both actual reports from pilots of ice, as well as weather forecasts of ice that a pilot may be aware of before his flight.

But icing conditions are transitory, appearing and disappearing as one changes altitude and geographical locale. So known icing conditions may never appear, and unknown icing conditions may quickly assert themselves on your flight.

Let's say it's 46 degrees F. when you take off in your single engine plane. The minimum enroute altitude for your planned IFR flight is 3,000 feet and you file for, and are cleared to fly at 3,000. You take off, quickly enter a thick but smooth stratus deck, and find the temperature at 36 degrees F. at 3,000 feet. The forecast had called for moderate rime icing above the freezing level in clouds and precipitation.

Now the controller tells you to climb and maintain 5,000, due to traffic conflicts ahead. You look once again at your outside air temperature gauge and begin to make a decision.

The options: climb the additional 2,000 feet, where the temperature is probably around 32 degrees, and see if, or how rapidly you pick up ice.

Or, refuse the clearance and tell the controller that for the safety of your flight, you're not going any higher.

Most pilots confronted with such a situation would probably take the first action, hoping that ice buildup would be minimal, and if a problem evolved the controller would permit future changes in the flight plan to help alleviate the condition.

It's tough to go against the instruction of a controller; generally it's assumed he knows what he is doing, and he has a quasi-police authority. Yet the controller isn't there to keep you from killing yourself; he's there to assure you don't hit any other airplanes in the process.

So, on this flight you now find yourself at 5,000 feet, moisture condensing and soon freezing in little nodules all over your windshield. You've already used every device your airplane offers: pitot heat is on to make sure your airspeed indicator keeps working; defroster on to melt a bit of a hole in the ice on the windshield; and carburetor heat on for a little peace of mind as far as continued running of the powerplant goes. But the wing leading edges are getting an ever-thickening white layer. And you ask the controller for a higher altitude (generally the way to go if ice is encountered, for you can always or may ultimately - go down).

To your dismay, the controller says, "Expect 7,000 in 10 minutes." If the ice is still building, don't wait. Do something. TELL the man you're going up - or down, but take action to get out of that ice.

A lot earlier in your flight you should have gotten some report of the tops of the clouds. Because, had you planned things a little better, you might have been through this mess and in sunny blue skies from 7,000 or up.

Don't spend much time with ice building on the wings pondering a course of action. For as the ice ruins the airfoil, destroying the wing's lift, it also adds weight and drag. The propeller, too, is being caked with ice and its efficiency is diminishing rapidly. Your situation is on the verge of being critical.

If you have to deviate from an air traffic controller's instruction, do it. Better alive and filling out explanation forms, than having someone else fill out another kind of form after you've crashed.

Airframe ice was identified and cited as a cause or factor in 40 aircraft accidents during 1974. Though not among the top accident producers, ice vies with thunderstorms for being the pilot's public enemy number one. Forecasts can advise us when icing conditions are around, but they can't say where, when or at what altitude the ice will be found. And they can't tell you how bad it will be when you encounter it.

Pilot reports are probably the best source of information on icing. But as the weather gets worse, fewer pilots are flying, and the less time those airborne have to give pilot reports. So in a lot of cases, you're on your own. The particularly cautious pilot will simply not fly when a weatherman says ice. But these days in the winter, you hear "ice" mentioned almost synonymously with "cloud". So you have to evaluate the conditions and their effect on you.

Is the cloud layer thin enough that you can get up and down through it quickly and safely, even if it does contain ice? Are there any actual reports of ice on your route making a VFR flight, or at least get to VFR conditions to avoid any ice in the clouds?

Are there any temperature inversions that would offer warmer air up high? Is your airplane of high enough performance that it will permit rapid climb out of ice areas?

If you're going from the cold side through a front to its warm side, you might enter the precipitation area very high, in temperatures well below freezing. There you will likely find snow, which is of no real consequence to your flight. As you move along, the freezing level will rise, and soon you may find ice forming.

WHEN THE GOING GETS ICY - continued

Assuming you're as high as you or your airplane will go, then drop down. Head for the warm air where the moisture is all rain. And you'll find you've passed through what could have been a problem (at another altitude) with no more than a touch of ice.

Some airplanes are known as good ice carriers. But without airfoil and prop de-icers, you are not permitted to find out how good your aircraft is. Nevertheless, if you fly regularly during the winter, you're going to get a fair idea soon enough. When you do get a load of ice, remember the plane will stall at a higher air-speed. So, if making an instrument approach with ice building up on the wings, keep speed up well above what you'd normally use. And do everything correctly, for a missed approach or go-around might be an impossibility if the ice is thick enough.

In summary, remember, it's illegal for you to fly in known icing conditions. So first and foremost, do all you can to assure you won't meet any ice on the trip. Sometimes the best course of action is to stay on the ground until the weather gets better. But if you're in the sky, there are things you can do to minimize your ice encounter to the point that it's no more than a mediocre hangar-flying story after you're safe at your destination.

EDITOR: The foregoing article No. 7 is being reprinted from a series of Articles prepared by AVEMCO Insurance Company. Although we are approaching the warmer season, we still will be exposed to icing for the next few months.

FCC NO LONGER COLLECTING LICENSE FEES

In the event that you as a pilot need a restricted radio-telephone permit or your aircraft radio license changed from the last owner, now is the time to make the application.

Richard Wiley, Chairman of the FCC recently told a House Appropriations Subcommittee that the agency can't develop a new fee schedule to replace one held illegal by a federal appeals court last year. "We don't have the accounting capability to devise a new fee system" that would meet the requirements set forth by the court. Mr. Wiley asserted. The court directed the commission to justify each of its fee assessments and to calculate the cost basis for each one.

The FCC stopped collecting the fees January 1. According to FCC officials, the commission collected \$34 million in fees in fiscal 1976, ended June 30. They ranged from \$4. for a citizens band radio license to tens of thousands of dollars for some radio and television stations.

At the time of the court decision, the FCC said the fees wouldn't be reimposed unless Congress gave the agency "some decent ground rules."

Mr. Wiley gave his testimony at a hearing on the commission's budget request for \$59.9 million for the year beginning Oct. 1, up \$5.1 million from the current year. The proposed budget doesn't include any money to carry out the court's order that the FCC begin refunding all the license fees it has collected. The Commission has received \$163 million in license fees since they were first imposed in 1970 at the urging of Congress, to extract the cost of operating the agency under the infamous user fee concept. This is the same concept that is plaguing the Federal Aviation Administration and from which emerges loose talk of aviation fuel taxes rising 40 to 75 cents per gallon, to satisfy the voracious maw of the agency.

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GENERAL AVIATION DISTRICT OFFICE (GADO#4) FARGO ITINERARY FOR NEXT 3 MONTHS

All dates listed below are on Tuesdays and one or more Inspectors will be at the following airports on the dates specified for the purpose of practical examinations, flight tests, and aircraft inspections. Appointments for these services should be requested at least a week in advance to allow for scheduling by Inspectors. Written examination services will be provided at the Minot Ramada Inn and Bismarck Tower Building on an individual appointment basis. Exams will start between 0800 and 1000 on the day indicated. If there is a need for written examination services at other locations, please contact us.

Airport

City

March

April

May

June

Bismarck, N.D. Bismarck Municipal

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NORTH DAKOTA NINETY-NINES CHAPTER NEWS BY YONNE BOURGOIS

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Every pilot who holds a certificate or rating, also holds a moral responsibility to maintain the highest proficiency of his ability, if he or she plans to act as pilot in command or ride regularly in any aircraft of his operational capacity. I am pleased to report that the N.D. 99s have demonstrated a conscientious attitude toward proficiency, for Dorothy Mercer, the Section APT chairman, awarded our Chapter the "gold star" for being one of the three chapters in the Northwest Section (twenty chapters) with the highest percentage of APT members. APT Annual Proficiency Training--is a annual Biennial Flight Review. Are you APT?

The next meeting of the N.D. 99s will be held in Jamestown, March 19th at 11:00 a.m. at Comet Aviation. If you are a licensed pilot and would like to attend or find out what the 99s do, contact Lorraine Smith, 1226 N. 19th St., Bismarck, 701-255-3687.

WANTED: Piper Pawnee or Super Cub. Contact Delton Schwanz, Crosby, N.D. 58730
Tel: 701-935-5123

FOR SALE: 1975 Commuters, #1 1100 TT, 100 SMOH fresh annual, #2 700 TT, strobes, steps, fresh annual; 1976 Grumman Cheetah, fresh annual, 375 TT, demonstrator; 12X 70 Rollhome, living or operations building. Contact Comet Aviation, Box 1172, Jamestown, N.D.

Tel: 701-252-4020

FOR SALE: 3 Cessna 150's - 1974 through 1977 Mint condition. Try out our high performance hawk 190 HP with CTS from 1975 through 1977 Mint condition. Contact Capital Aviation Corporation, Box 1471, Bismarck, 701-223-0260.

Prop. Call for appointment at Capital Aviation

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FOR SALE: 1977 PA-28-181 New, King radio; 1977 PA-18 Super Cub, New; 1976 PA-28-151 Warrior 120:00 TT King Radio; 1973 PA-28 Arrow II 470 TT, King Radio; 1953 D Model Bonanza 210 SMOH, Narco Radio. Contact Foss-Maier Flight Service, Box 774, Devils Lake, N.D. 58301

Tel: 701-662-3221

FOR SALE: 1976 Beechcraft Sport, 20 TT A/E, dual controls, Comm 10A Narco, Nav 10 Narco, KT-78 ADF KR-36, Century I W/Tracker auto pilot, Ki 214 & glide slope rec., heated pitot; 1971 Cessna 401B 1, 2250 TT, 775 TT on G-time engine, dual inst. panel, 400 Nav-0-matic auto pilot, 400 glide slope, 300 marker beacon, 400 ADF; For these and many more, stop in or call Executive Air Taxi Corp, Bismarck, N.D. Tel: 701-258-5024

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FOR SALE: 1976 Gruman Cheetah; 1977 Tiger; 1976 Mooney Ranger; 1975 Mooney Executive; 1965 Cessna 172; 1976 B Package Citabria. Also new dealer for Rockwell II TT & 114. Contact Piotsch Flying Service, Minot Int'l Airport, Minot, N.D. Tel: 701-852-4092

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NORTH DAKOTA AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA 58505



Margaret Rose
Historical Society
Liberty Memorial Blvd.
Bismarck, ND 58501

FOR SALE: 1977 Hawk II 200 TT, 300 NAV/Comm, ADF, Transponder; 1976 Cessna 150 Commuter 800 TT, Blue & White; 1977 Cessna 150 Commuter, 100 TT; 1967 C Baron TFR, 165 TT, 450 S Reman; 1969 B. Baron, 1800 TT, 590 SMOH, TFR, Boots; 1956 D-50 Twin Bonanza, IFR, new paint & interior; 1967 Cessna 172 Hawk, 2000 TT, 140 SMOH, dual 50 chan, NAV/Com, transponder; 1974 Hawk II, TFR, A/P, 1000 TT. March delivery on new Hawk XP and Skylane. Contact OK Aviation, Bob Robinson, at 258-5610 or 258-6337 evenings - Bismarck, N.D.

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FOR SALE: 1973 Cessna Ag Truck, 880 TT, 0-SMOH, 86" prop, big wheels & tires, strobes, droop tips, can pump system, CHT, 6-way seat, heater, defroster, side loader, auto-flagger, hopper lights, landing lights; 1977 Cessna Skyhawk II w/Nav Pac. FTO, Dual 300 Nav/Coms, GS, 3 Lite, ADF, Transponder, Post Lights, dual Tanding lights, priming system, Refueling steps and handles, rudder trim, quick drain, rear seat vents; 1977 Cessna Skyhawk XP, FTO, 195 hp; 1973 Piper PA-28-140, 1600 TT, Dual Nav/Coms, ADF, Transponder, ETec. TRIM; 1974 Piper PA-28-151 Warrior, 150 TT, 550 SMOH, Dual KX-170B's, G/S, KR-85 ADF, KT-76 Xpd, KMA-20 Audio panel & 3 Lite, Elec. trim; 1977 Piper Seneca II, FTO, Club seating, known icing option, Aux Fuel tanks, 3 Axis A/P, avionics open; 1976 Beech Baron E55 150 TT; 1967 Bell 47-G3-B1 Helicopter, 1600 TT; 1975 Hughes 500C, 700 TT; 1976 Enstrom F28A, 100 TT; 1976 Enstrom 280C, 700 TT; 1957 Piper Apache, 3125 TT; 1969 Piper Twin Comanche 1800 TT; 1974 Piper Aztec, 975 TT; 1967 Cessna Ag Wagon, 1736 TT; 1969 Piper Pawnee 250, 1980 TT, 520 SMOH; 1976 Cessna Skyhawk II; 1977 Cessna Skyhawk II, FTO, Nav/Tom 300, Hobbs, Long range fuel tanks, ground service pug, engine primer, refueling steps & handles. Many, Many others, contact Commander Aviation Corporation, Box 1014, Bismarck, Tel: 701-223-6862 or 223-3388 after hours.