

AVIATION NEWSLETTER

Vernon H. Baltzer, Editor

STATE OF NORTH DAKOTA

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Harold G. Vavra
Director

AERONAUTICS COMMISSION

Box "U" - Bismarck, N. D. 58505

Telephone 701-224-2748

November - December 1977

PROPOSED FAA AIR TAXI REGULATIONS CALLED "REGULATORY OVERKILL" IN WASHINGTON, D.C.

Harold G. Vavra, director of the State Aeronautics Commission November 28th met with top officials of the Federal Aviation Administration including Flight Standards Service and Chief Legal Counsel on the agencies proposed air taxi regulations, which have been circulated to the industry. Vavra told FAA officials that the proposed rules in 50 pages of fine Federal Register print, not only was "Regulatory Overkill", but in addition, missed the target, if one existed.

Vavra said that the FAA proposed air taxi rules aimed at small air taxi "On-demand" certificate holders operating aircraft of less than 10 passenger seats would impose unjustified and unnecessary economic burdens on all small commercial air taxi operators in North Dakota and the nation.

Vavra pointed out to FAA at Washington, D.C. that the FAA's own in-house air taxi accident records for the years of 1972 to 1976, show a substantial decrease of 16% in the rate of fatalities per 100,000 flight hours; a reduction of 20% in the rate of fatal accidents and a 2.3% reduction in the total number of fatal accidents per 100,000 flight hours. Vavra concluded that the FAA's accident statistics did not support over regulation of this industry.

Vavra showed from the air taxi fatal accident records for the past five years that in only one year had the fatalities per 100,000 flight hours taken a dramatic upsurge and that involved 36 fatalities in one accident operated by a large air taxi certificate holder.

Solution

Vavra asked FAA officials to completely reorganize and rewrite its proposed air taxi safety rules and exempt small air taxi operators offering "On-Demand" services in aircraft of less than 10 passenger seats from the many burdensome provisions, which were intended to apply to large air taxi certificate holders and commuter airlines operating aircraft with 10 to 30 passenger seats. Vavra told FAA officials that the old ideas of taking a "Shot Gun" approach to application of costly rules and regulations to everyone, regardless of the justification, has "gone with the wind".

Vavra pointed out that there are about 3,900 commercial air taxi certificate holders in the U.S., with at least 80% of the total, or 3,100 falling in the category of small air taxi operator with aircraft of less than 10 passenger seats. The balance of 800 fall in the large air taxi certificate holder and the scheduled commuter airline.

CREATE CATEGORIES

Vavra told FAA Flight Standards and Chief Counsel at Washington that the most practical way to accomplish a rewrite of the air taxi rules is to create at least two categories of air taxi certificate holders. Category 1 - should include all small air taxi certificate holders, who operate aircraft of less than 10 passenger seats in "On-Demand single Entity Charters". The air taxi rules for this category should be minimal, because their fatal accident rate is good and has improved in the last five years.

Vavra urged the FAA to apply more rigid regulations, to the extent needed, to Category II air taxi certificate holders, who operate aircraft from 10 to 30 passenger seats and would include the large "On-Demand" air taxi certificate holder and the scheduled commuter airlines.

Vavra told FAA officials in Washington, D.C. under his suggested format, the small air taxi certificate holder could be handed a set of regulations that were self-contained and applied only to Category 1 Part 135 certificate holder.

PROPOSED AIR TAXI REGULATIONS - continued

That such a rewrite would make it simple for the small air taxi operator to understand such regulations and would encourage compliance. Vavra said the present FAA proposal is too complicated and will not accomplish compliance because it is very difficult to understand for both the air taxi operator and for the FAA's own enforcement personnel.

Washington, D.C. FAA officials meeting with Vavra included: Joe Sullivan, Chief Safety Regulations Division, Flight Standards Service; Berny Geier, Chief General Aviation Division of Flight Standards; Donald Schroeder, FAA Safety Regulations. Neil Eisner, Lawyer and from the FAA Chief Counsel's office were Clark Onstad, Chief and Charles E. Anderson, Deputy Chief Counsel of FAA.

Mr. Charles E. Anderson, Deputy Chief Counsel agreed with Vavra's position that the FAA Flight Standards Service should reorganize and rewrite the proposed air taxi rules into Categories, in the interests of clarity to vast majority of air taxi certificate holders.

Review by Administrator

It appears that it will be April or May, 1978 before the FAA has fully reviewed all comments and has a proposed draft of final Part 135 regulations. Vavra was assured by the Chief Counsel's Office that no final regulation will be published until FAA Administrator Langhorne Bond has reviewed same and given his stamp of approval.

President Carter Eyes Excessive

Regulations by all Federal Agencies

In a supplemental letter of comments to the FAA, Vavra on December 6, 1977 enclosed a copy of President Carter's Proposed Executive Order to all Federal Agencies on the subject of improving government regulations. The President's document published in the Federal Register calls on federal agencies to review all new regulations to determine if they comply with the Administration's proposed policy which calls for:

1. Regulations should be simple and clear as possible.
2. They should not impose unnecessary burdens on the economy or on individuals.
3. The need of the regulation is clearly stated.
4. Meaningful alternatives are considered and analyzed before the regulation is issued.
5. The possible impact on small businesses and competition.

The President's proposed executive order to all federal agencies says that all new regulations shall be consistent with the policies stated in this order. Vavra reminded the FAA that the recommendations he submitted relating to the FAA air taxi regulations follow the guidelines as expressed by the President's proposed Executive Order published on November 18, 1977.

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COMPLETED GENERAL AVIATION AIRPORT PROJECTS WITH STATE-AID FUNDS PAID IN 1977
STATE-AID PAID

1. Arthur Airport Auth. - Construct concrete apron - - - - -	\$ 2,353.55
2. Bowman County Auth. - Installed Non-Directional Beacon Light -	2,128.00
3. Cooperstown Airport - Extend Runway, paving and lights - - -	11,311.28
4. Carrington Airport Auth. - Extend & pave runway to 3850' - - -	12,691.46
5. Crosby Airport Auth. - Pavement overlay on runway & taxiway - -	17,157.53
6. Drayton Airport Auth. - Build turf runway & lights - Progress Paym't	418.24
7. Ellendale Airport Auth. - Install runway lights and beacon - -	1,500.00
8. Harvey Airport Auth. - Overlay pavement runway & taxiway - - -	15,181.54
9. Hillsboro Airport Auth. - Build new paved runway & taxiway(partial	6,180.31*
10. Lakota Airport Auth. - Supplemental payment for runway & lights	4,400.00
11. Linton Airport Auth. - Install runway lights along paved runway	1,248.10
12. Mayville Mun. Airport- Paved runway - - - - -	20,000.00
13. Minto Airport Auth. - Construct turf runway, road & lights -	7,596.91
14. Mohall Airport Auth. - Install runway lights - - - - -	651.20
15. Mott Airport Auth. - Install runway lights - - - - -	1,287.61
16. Northwood Airport Auth.-Grade, gravel & pave runway & lights-	22,440.00
17. Park River Airport Auth.-Installed paved runway,taxiway & apron	10,000.00*
18. Walhalla Airport Auth. - Grade, gravel base and seal coat -	13,500.00
19. Watford City Airport Auth.-Armor seal on runway, taxiway & apron	17,912.91
20. Devils Lake Airport Auth. -4" runway, taxiway & apron overlay, &	
(Devils Lake Payment in process - Air Carrier) Lights	18,227.37*
TOTAL CASH PAID - -	\$ 186,186.01**

* - Project also had Federal-Aid Airport Funds

** - SOURCE OF STATE FUNDS--4% Excise Tax on Aviation gasoline and
2% excise tax on jet motor fuel

* * * * *

JUST A REMINDER: The 1978 Aircraft applications will be mailed out to all aircraft owners the last week of December, 1977.

AN INSIGHT INTO CIVIL AIR PATROL - By Col. Maurice E. Cook, N.D. Wing
Commander (North Dakota Wing Civil Air Patrol, an Auxiliary of the
United States Air Force) _ _ _ _ _

CAP is an all voluntary auxiliary of the USAF. The North Dakota Wing has a membership of 360 seniors and 125 cadets. The best known CAP activity is aerial search for downed aircraft. In addition to this primary mission, CAP pilots, aircraft and ground emergency services teams are available, when requested, to assist local agencies, such as law enforcement, to search for lost children, hunters, overdue motorists in blizzard conditions, and generally anything where human life is in jeopardy. USAF reimburses fuel and oil costs when it can be established that a human life may be saved. In the event we are requested to assist in a general search without specific knowledge of missing persons, we have set aside some of our North Dakota funds for reimbursement of fuel and oil. CAP members receive no compensation other than fuel and oil reimbursements when involved in actual authorized missions. In fact, an annual membership fee of approximately \$20. is paid by every senior member for the privilege of donating his time, talent and energies to the humanitarian mission of CAP.

The members of the North Dakota Wing have little in common except a willingness to lend their special talents and the use of approximately 90 privately owned aircraft in emergencies. They come from every walk of life and every economic condition. As an Air Force Auxiliary, CAP members may if they wish, wear the CAP uniform which is the Air Force uniform, properly distinguished by the use of CAP insignia. The organizational structure of CAP is modeled after that of the Air Force.

In addition to the search and rescue mission, CAP is a resource to Civil Defense in times of natural disaster, such as fire, windstorm, blizzard and flood for light logistical air support, damage assessment and communications. One aspect of our Civil Defense involvement is CAP's availability to perform airborne radiological monitoring in the event of a nuclear attack. In this phase of its operation, the North Dakota Wing recently was tasked to fly missions over the SAC missile sites to determine the feasibility of utilizing CAP as a resource in determining ground radiation levels and damage prior to the rearming of missile silos after an attack. These are skills we train for and hope we will never have to use.

To avoid the impression that all CAP members should be either pilots or persons interested in serving as aerial observers, I ask you to think back to any military experience you have ever had. For every airplane and search crew there must be a full complement of support personnel. We have a communications network second only to that operated and funded by the State of North Dakota and emergency services training programs for ground teams as our mission is search and rescue, involving both senior and cadet members. As in any organization, we desperately need people who are willing to become involved in functions, such as administration, finance, supply, operations and maintenance, safety, our cadet program, and in general, just about anything you can think of. If you are looking for an organization dedicated to the relief of human suffering and training our young people, CAP has a place for you.

The cadet program is a world all of its own. Those people involved in it dedicate tremendous amounts of their time and talent to the training of our cadets. Many of our cadets have gone on to military careers but this is not the primary purpose of the cadet program. Questions would be best answered by cadet squadron commanders who are listed at the end of this article.

North Dakota is a big state and very difficult to cover. One of the biggest problems we face today is pin pointing the source of emergency locator transmitter (ELT) signals. Sometimes these signals bounce and are difficult to isolate. We are putting together a list of flying farmers and other persons located near unattended airports. If you get a call from someone who identifies himself as a CAP mission coordinator who asks you to check your aircraft or one on an airport to see if it is the source of the signal or to listen and see if the source is in your area, please cooperate. The last signal we ran down was finally isolated with the cooperation of one of Jack Daniels' instructor pilots in Williston and a few telephone calls later located on the Sidney, Montana Airport. Without this kind of assistance, there is no way we can speedily determine whether or not an aircraft has crashed or if it is just another accidental ELT activation.

If you've taken the time to read this far, I assume you have some interest in the organization and for your convenience have listed the squadron commanders, their cities, and telephone numbers. Like any organization there is a lot of griping, but when it's one hour to sunset, a projected wind chill factor of a minus 40 degrees and the injured

CIVIL AIR PATROL - continued

or lost are unlikely to live through the night, the training, dedication and professionalism of the organization pays off.

CADET SQUADRONS:

Dave Ortner	Fargo-Moorhead	233-2481
Elroy Schuetz	Bismarck-Mandan	663-8652
Carl Hartline	Minot AFB	727-5597

SENIOR CADET COMPOSITE SQUADRONS:

Dale Ziemann	Dickinson	225-6688
Les Strege	Minot	839-5619
Ron McCabe	Grand Forks	772-6701

SENIOR SQUADRONS & FLIGHTS:

Walter Volmers	Fargo-Moorhead	237-1393
Randy Rotenberger	Gwinner	678-2711
Virgil Roth	Bowman	523-3332
Warren Woodham	Bismarck-Mandan	663-8405
Laverne Larvek	Williston	572-9081
Paul Bender	Cooperstown	797-3577
Earl Krushwitz	Valley City	845-0434
Lawrence Knoke	Devils Lake	662-3550
* * * * *		

NORTH DAKOTA AIRPORT CONSTRUCTION

It appears as of this time that two new general aviation airports will be built in 1978 and extensive paving and runway relocation on two additional, will be the extent of the program, with the exception of other small projects that may develop.

DICKINSON - with a grant from ADAP (Airport Development Airport Program) from FAA, which was the entire State 1978 allocation of \$499,000 and additional discretionary funds from the Rocky Mountain Region plus local funding, a total project cost of roughly \$850,000 is planned.

Work will consist of realigning the NW-SE more to the north and paving a 75 X 5400' runway connecting taxiway, enlarging the ramp and land purchase.

GARRISON: This is a completely new airport and will be constructed using "Local Public Works" funds from the Economic Development Administration plus local and state funding for a total estimated project cost of approximately \$555,000. This project is slightly different than most airports, in that the Garrison Airport Authority has purchased 55 acres of additional land which has been divided into 43 industrial lots, making it an Industrial Airport. All of the lots will have sewer and water and a portion will have paved access roads. The airport proper will have a NW-SE 60' X 3050' paved runway with a 150' X 300' ramp and a connecting taxiway of 40' X 220'. A turf crosswind runway NE-SW of 120' X 2900' will also be constructed, if funding allows. Bids were opened the 18th of November but were rejected on the grounds of the costs being too high. An extension has been granted by EDA to rebid the project with a new bid opening expected in mid January.

NAPOLEON: This is another airport that can be considered new in that previously Napoleon had only a 100' X 2500' ungraded turf E-W landing areas. The Airport Authority received "Local Public Works" grant from EDA of \$49,000. This along with State and local funding resulted in a project of approximately \$70,000. The purchase of additional land is included in that figure.

The entire project will consist of grading an area of 120' X 3200' laying a base of 5" of select aggregate on a 60' X 2800' NW-SE runway and applying a single armor seal. A 80' X 120' apron with a 30' X 250' connecting taxiway is to be constructed in a like manner. Bids were also opened on this project the 18th of November. Holen Construction of McClusky was the low bidder and notice to proceed will be issued soon.

ROLLA: This is another LPW's-EDA funded project with a EDA grant of \$170,000. plus a \$25,000 supplemental EDA grant from the Governor's discretionary fund. These monies along with a \$20,000 Aeronautics Commission grant and an Airport Authority bond issue of \$40,000 makes a total of \$255,000 project.

The project itself consists of the purchase of 19.63 acres of land to the northwest with a realignment of the present NNW-SSE runway to a more NW-SE alignment.

The work will consist of grading an area of 120' X 3600' and paving of 60' X 3200' with a connecting taxiway of 30' X 430' to the existing ramp.

Bids were opened December 2nd with Border States Paving of Fargo the low bidder, and notice to proceed is expected to be issued soon.

PIETSCH FLYING SERVICE HAS CERTIFIED INSTRUMENT REPAIR SHOP

With having the distinction of being the first certified instrument repair shop in the state as well as a large portion of the region of North Dakota, South Dakota, Wyoming and part of Montana, Pietsch Flying has inaugurated a soarily needed service called Pietsch Instruments.

The shop is equipped and certified to handle all flight instruments including compass systems, auto pilot systems and encoding altimeters. The shop has a novel warranty on all instrument work of one year and can give one day delivery on most repairs.

Jamie Hickes, a Great Falls, Montana native, is in charge of the facility. His background in the field consists of 2 years of study at the Spartan School of Aeronautics of Tulsa, Oklahoma plus numerous factory courses.

Hickes next operated a instrument repair station for Capital Aviation of Springfield, Illinois for 4 years. He not only operated it, but did the organizational work of certifying and starting that shop. He stated that he wanted to stress the 1-year warranty on repairs, as very few shops will and can give a warranty of that duration.

Jamie, when asked why he would want to make such a large move from Ill. to North Dakota, gave several good reasons. He states that he and his family wanted to get back to the North country again, also to be closer to his and his wife's folks, who all live at Great Falls. He also admitted that being next to some of the best goose and duck hunting in the world plus other hunting was also a very good reason.

The family consists of Jamie 8 and Heather 3 and they reside at 1427 - 7th St. SW., Minot, N.D.

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OXYGEN MASK ALERT - Can Fall To Pieces*

In a recent incident, immediately after the pilots donned their oxygen masks, the copilot began to choke because an object had lodged in his throat. He managed to dislodge and swallow the object with great difficulty. An inspection of the mask revealed the diluter valve filter was missing and obviously was the object on which the copilot had choked. The PIC, checking his mask, found the circular filter was partially dislodged.

These oxygen masks were manufactured by the Scott Aviation Division of A-T-O, Inc., as "Sky Mask", Part No. 28314-17 and were supplied by the aircraft manufacturer as part of the aircraft oxygen system. Other masks with this same filter are manufactured under Parts Nos. 28314 and 28317.

We urge all operators and pilots of aircraft equipped with Scott Aviation "Sky Masks" to check visually the security of the dilution valve filter before each use of the mask.

AVIATION FUEL SPECIAL ALERT

Several popular general aviation aircraft, which have in the past traditionally used 80/87 octane aviation fuel for many years, have made model variations for 1977 with engines now requiring 100 octane aviation fuel minimum. Examples of 1977 models requiring minimum 100 octane aviation fuel are the Cessna 152, Cessna Skyhawk/100, the Piper Cherokee Warrior II, and the Grumman Lynx.

The pilot is responsible for the fuel and oil used in the aircraft he is flying. Be alert to what fuel is put in any aircraft tanks, but be especially alert if the aircraft you are fueling or flying now requires 100 octane aviation fuel, because anything less than that specified fuel will cause engine problems and possible failure.

* Michael Beiriger, FAA

NORTH DAKOTA HAS ANOTHER MOA

Another Military Operations Area (MOA) has been designated and approved for use by military aircraft within the airspace of North Dakota. This new MOA, called Powers MOA, will be effective and in use on Dec. 1, 1977 and thereafter. Active altitudes are from 12,000 ft. MSL to flight level 180 on a daily basis. Boundaries of Powers MOA are as follows:

Beginning at Lat. 48°54'00"N., Long 102°14'00"W; to Lat. 48°30'00"N., Long. 102°14'00"W.; to Lat. 48°30'00"N., Long 102°51'00"W; thence to point of beginning.

Some of the N.D. towns included in this MOA are Larson, Columbus, Flaxton, Woburn, Bowbells, Niobe, Lunds Valley, Battlevie and Powers Lake.

Military flight training routes will start to appear on civil aeronautical charts for the first time beginning early next year. The change is part of a joint FAA-DOD safety enhancement program aimed at regulating military flight training more closely and keeping civil pilots better informed of these activities. The military routes will appear on new sectional charts, along with their "in use" times.

STALL/SPIN ACCIDENT PREVENTION TOPIC OF GOLDEN SENTINEL TEAM

Two seminars discussing stall/spin accidents are to be conducted in the state by the Rocky Mountain Regional Golden Sentinel Team and additional seminars are currently being scheduled for February and March at the North Dakota locations, according to Michael G. Beiriger, Chief of the Fargo GADO Accident Prevention Program. All pilots are encouraged to attend the seminar nearest to them. The dates and locations follow:

Date	Location	Time	Facility
January 25, 1978	Williston, N.D.	7:00 p.m.	Montana-Dakota Utilities (Hospitality Room)
January 26, 1978	Dickinson, N.D.	7:00 p.m.	Dickinson High School (Auditorium)

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UNIVERSITY OF NORTH DAKOTA AVIATION DEPARTMENT AWARDS SCHOLARSHIPS

The Scholarship Banquet was held Saturday, November 19th at the University of North Dakota in spite of the heavy snow and raging blizzard conditions. One hundred and thirty-five students, parents, faculty and University personnel managed to fight their way to the Ramada Inn (no small task at the time), and everyone seemed to agree that the struggle had been worth it. Over \$5000 in scholarships were awarded to aviation students during the banquet. Recipients of the awards were:

Bryce and June Streibel Scholarship (\$1000) - Jack Juhola, Minot
Beech Aircraft Scholarship (\$1000) - Marcia Johnson, Grand Forks
Ernie Fox Scholarship (Two at \$400 each) - Bob Allison, Bloomington,
Minn. and Steve Hein, Mequon, Wis.
And-Mar Scholarship (\$500) - Steve Gabrick, Grand Forks
Commander Aviation Scholarship (\$500) - Bryan Oukrup, Killdeer
Weather Modification Inc., Scholarship (\$500) - Craig Schmidt,
Valley City
Atmospherics, Inc. Scholarship (\$500) - Kevin Daniels, Jamestown
Farmers State Bank of Crosby Scholarship (\$500) - Gale Rauschenberger,
Kenmare

Congratulations to all of the awards winners.

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DICKINSON'S FAA FLIGHT SERVICE STATION - OPERATIONAL STATUS

The Rocky Mountain Region of the Federal Aviation Administration (Airways Facilities Division) has advised the Director of the North Dakota Aeronautics Commission that a temporary moratorium has been issued by FAA Washington, D.C. Headquarters of the Region's proposal to sharply reduce manned operating hours of the Dickinson FAA Flight Service Station from 24 to 16 hours daily.

Early this fall, the FAA Rocky Mountain Region was considering a proposal to change the Dickinson FAA Flight Service Station to a part-time status with no manned operations from 10 p.m. to 6 a.m. daily. During the down-time, the proposal would have routed radio and ground communications to the Minot FAA Flight Service Station.

Part of the original proposal was during the down-time to have hourly weather observations delegated to a contract observer and these would be taken every 3 hours instead of hourly from 10 p.m. to 6 a.m.

Jim Ulmer, Acting Director of the FAA Denver Regional Airways Facilities Division advised Harold G. Vavra, director, that the temporary moratorium for reduction of service hours was also extended to include many other FAA Flight Service Stations in the Rocky Mountain Region.

Ulmer said that the Rocky Mountain Region had sufficient federal funds appropriated for the present fiscal year (Oct. 1, 1977 to Oct. 1, 1978) to maintain the present staffing level at FAA Flight Service Stations, but that is no assurance that the Region may not bring up the matter later. The FAA Rocky Mountain Region has 19 flight service stations in the six states of North and South Dakota, Colorado, Montana, Utah and Wyoming.

A number of pilots affected by the proposed reduction of hours at the Dickinson FAA Flight Service Station strongly objected to the change.

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PUBLISHED ITINERARY FOR MONTHS OF JANUARY, FEBRUARY AND MARCH, 1978

The Fargo GADO office will give written examination services at the Minot Ramado Inn and Bismarck Tower Building on an individual appointment basis. Exams will start between 0800 and 1000.

City	Airport	January	February	March
Bismarck	Bismarck Municipal	10	7	7
Minot, N.D.	Minot International	24	22	21

Special GADO meetings will be held January 9, Pilot Examiner meeting and Feb. 9th, Air Taxi meeting at the Aeronautics Commission Conference Room.

MARGINAL VFR

The term "Marginal VFR" has taken an added meaning in the past several years, in that FAA Weather Briefers and the National Weather Service use the term of ceilings are below 3,000 and visibility is below 5 miles. The FAA breifer goes one step further and advises no flight and so marks his copy of the flight plan form, if the marginal VFR condition is of the type that is forecast to go to IFR along the route and can cause serious trouble to the pilot he is breifing. In fact his side of the flight plan has a box lettered VNR meaning VFR not recommended.

In the Rocky Mountain Region, one of the regions that has a accident prevention counselor program, the FAA breifer, if after breifing the pilot and finding that the flight is still a go into IFR conditions by VFR, can by his discretion contact any of the Accident Prevention Counselors who may then visit with the pilot and try to persuade him not to go or have other alternatives in mind. The foregoing is not to be construed that FAA breifers are informers, it is only that someone cares enough and is concerned for the pilot who is making a questionable decision. The phenomena of continued flight in adverse weather conditions brings to mind the deaths of 16 people in the past five years, 12 of which happened in the state and the other 4, although state residents, occurred out of state. Coupled with severe cases of go and get home-itis, the continuation of flight into adverse weather is a documented killer.

An updated list as of November 1st of North Dakota Accident Prevention Counselors follow:

Bismarck:

Vernon H. Baltzer
1110 E. Coulee Rd.
Bismarck, N.D. 58501
Office Phone: 701-224-2748
Home Phone : 223-8749

Lyle W. Hilden
OK Aviation, Inc.
Bismarck, N.D.
Office: 258-5610
Home : 223-5849

Kenneth L. Reed
Commander Aviation Corp.
Bismarck, N.D.
Office: 223-6862
Home : 223-3388

Dennis D. Rohlfs
Executive Air Taxi
Bismarck, N.D.
Office: 258-5024
Home : 258-7792

Crosby:
Robert Jacobson
Rt. 1
Crosby N.D.
Home: 965-6279

Devils Lake:
Harold L. Parkin
Lake Region Aviation
Devils Lake, N.D.
Office: 662-4681
Home : 662-3261

Dickinson:

Ronald Ehlers
Dickinson Air Service
Dickinson, N.D.
Office: 225-5856
Home : 225-6422

Fargo:
David L. Fox
1122 So. 18th St.
Fargo, N.D.
Office: 237-5211
Home : 235-1282

Lynn R. Larson
3308 Longfellow Rd.
Fargo, ND.
Office: 484-5520
Home : 232-6676

Gordon W. Person
Dakota Aero Tech, Inc.
Fargo, N.D.
Office: 237-5305
Home : 235-4682

Grafton:
Donald L. Schuster
Box 208
Grafton, N.D.
Office: 352-0271

Daryl M. Strong
Dakota Aviation, Inc.
Grafton, N.D.
Office: 352-1623

Grand Forks:

Lee Barnum
Box 8216, Univ. Station
Grand Forks, N.D.
Office: 777-2791
Home : 775-9746

Robert A. Dziadzio
2800 Shadow Rd.
Grand Forks, N.D.
Office: 775-2122
Home : 772-6951

Martin Spargo
UND Aviation Dept.
Grand Forks, N.D.
Office: 777-2777
Home : 775-0169

Hettinger:

Jay B. Lindquist
Air Dakota
Hettinger, N.D.
Office: 567-2069
Home : 567-2223

Jamestown:
Beth L. Lucy
Comet Aviation
Jamestown, N.D.
Office: 252-4020
Home : 252-3249

Mark A. Meier
Jamestown Aviation
Jamestown, N.D.
Office: 252-2150
Home : 252-8135

Minot:

Darel W. Brown
587 - 8th St. N.W.
Minot, N.D.
Office: 829-5961
Home : 839-2818

James J. McDonald
1920 Skyline Drive
Minot, N.D.
Office: 852-4092
Home : 839-2889

Pembina:

Tom A. Nord
Pembina, N.D.
Office: 825-6421

Rugby:
Wilbur
Rugby, N.D.
Office: 776-5171
Home : 776-5174

"Bill" Finley
Rugby, N.D.
Office: 776-5171
Home : 776-5174

Valley City:

Phillip "Flip" Miller
P.O. Box 96
Valley City, N.D.
Office: 845-2050

Wahpeton:

Larry R. Linrud
727 So. 4th
Wahpeton, N.D.
Office: 642-5777
Home : 642-2858

Williston:

Jack K. Daniels
Box 637
Williston, N.D.
Office: 572-3773
Home : 572-2062

FOR SALE: 1961 Pawnee 150, 1700TT, 400 SMOH, A&E, Smoker, Flagger, real clean. Contact Michael Klein, 260 - 6th St. N.W., Valley City, N.D. or call 701-845-1218 evenings.

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FOR SALE: 1962 Pawnee 235, All ad's complied with, good fabric, 800 SMOH, Griffin Airspray, McCanna, N.D. 58253 or call 701-343-6234

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FOR SALE: 1977 Piper Warrior PA-28-151, new in January, 200 TT, clean, no damage, will wholesale; 1976 Piper Warrior PA-28-151, new April 1976, 1400 TT, clean, will trade. ServAir Accessories, Williston, 701-572-3773

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FOR SALE: 1955 International fuel truck, 2 compartment 2000 gal, aviation fuel, 2 meters, 2 hoses and reels, 2 pumps. Contact Darrol Schroeder Davenport, N.D. at 428-3360 or Ken Geerdes at 428-3801

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FOR SALE: Cessna 150's and 172's including an XP. 1975 through 1977. All one-owner aircraft purchased direct from factory. Must be seen to appreciate their excellent condition. Contact Capitol Aviation Corp., Box 1471, Bismarck, N.D. 58501 or call 701-223-0260

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IMMEDIATE OPENING: Full time Flight Instructor. Call 701-223-0260 or write P.O. Box 1471, Bismarck, N.D. 58501

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NORTH DAKOTA AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA 58505

BULK RATE PERMIT NO. 327



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

FOR SALE: 1971 Cessna 401B, 2200TT, 1150 SMOH; 1977 Sport B-19 Holiday package; 1977 Sundowner C-23; 1977 Sierra C Professional package; 1973 Bonanza A-36; 1974 Mooney M20C 2000 TT, 30 SMOH; 1974 Mooney M20C, 1730 TT, 1971 Beechcraft Musketeer A-24R, 410TT. Contact Executive Air Taxi Corp. Box 2273, Bismarck or call 701-258-5024

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WANTED TO BUY: 1974 or 1975 Cherokee Warrior. Call Jim Stenslie, Stanley, N.D. at 701-628-2055

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FOR SALE: Cessna 210II, 250 TTAE; 1977 Cessna 172-100, 690TT-AE 690; 1976 Cessna 150 Commuter, 1190 TT, excellent condition; 1977 Cessna 172 XP II, 550 TT. Also new 1978 Cessna LSE or HPSE available. Spec Your own avionics, color, etc. Contact OK Aviation, Inc., Bismarck, N.D. 58501 or call 701-258-5610.

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FOR SALE 1976 Cardinal 177, 600 TT; 1969 Cessna Skylane, 2900 TT, 1350 SMOH; 1963 Cessna 205, 3100 TT, 1380 SMOH; 1975 Skyhawk II, 1850 TT, 1977 150 Commuter 290 TT; 1977 Piper Lance 210 TT, 1977 Piper Arrow 45 TT; 1968 Bonanza V-35A, 2050 TT, 1050 SMOH; 1975 Pawnee 385 TT; 1973 Cessna 150, 1780 TT, 1975 Cessna 150, 1800 TT, 0-SMOH; 1977 Cessna XP, 400 TT; 1974 Navajo, 1000 TT, Full IFR, King Silver; 1976 Citabria 120 TT; 1977 Skyhawk 1977 Piper Warrior, 15 TT; 1977 Piper Brave 300 Lyc.; 1978 Arrow non-turbo 1977 Agcat 450 HP, new; 1978 Skyhawk II new; 1978 Cessna 152; 1974 Skylane 182, 1250 TT. Contact Jamestown Aviation, Inc., Box 427, Jamestown, N.D. 58401 or call 701-252-2150

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