

AVIATION NEWSLETTER

Vernon H. Baltzer, Editor
STATE OF NORTH DAKOTA

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

Telephone 701-224-2748
November - December, 1978

THE WRIGHT BROTHERS COMMEMORATING THE 75TH ANNIVERSARY OF POWERED FLIGHT - DEC. 17, 1903

In 1900 Wilbur Wright said, "I am intending to start in a few days for a trip to the coast of North Carolina....for the purpose of making some experiments with a flying machine. It is my belief that flight is possible....."

In 1903 his brother Orville said, "Isn't it astonishing that all these secrets have been preserved for so many years just so we could discover them".

The following chronological narrative explains to some extent as to how it happened.

1900: Sept. 13 - Oct. 23

On the dunes of Kitty-Hawk, where autumn winds sometimes blow steadily and where long stretches of sand might cushion a hard landing, Wilbur and Orville Wright began an adventure in 1900 that was to culminate 3 years later in man's first powered flight.

During the 1890's the Wrights' interest in flying had been stimulated by stories of manned glider flights. The brothers were developing their own theories about flight and had even begun experimenting with gliders themselves. They soon realized, however, that they must fly their glider if anything was to be proved and that they must teach themselves how to control and fly an aircraft. Weather conditions around their hometown of Dayton, Ohio, weren't always suitable, so they studied national Weather Bureau records and chose Kitty Hawk.

Much to the wonder of the local residents there, these two young men spent the windy fall days of 1900 flying their glider as a kite, learning of its ways and finally, gliding aboard the craft, lying prone on the lower wing.

1901 - July 10 - August 20 Anxious to begin tests with a larger glider, the Wrights again left Dayton for the Outer Banks. They set up camp near the largest of the Kill Devil Hills and began the several hundred glides they were to make that season from the slopes of Kill Devil Hill and West Hill.

But their 1901 glider didn't perform nearly as well as expected. The Wrights had based their theories on incorrect aeronautical data compiled by other people. To satisfy their doubts, they conducted extensive experiments that winter in Dayton, collecting statistics of their own. Armed with these, they confidently planned for a still larger glider the next fall.

1902 - August 28 - October 28: The Wright brothers went back to Kill Devil Hills in late August. But it was not until September 19, after many frustrating delays and exasperating problems, that their new glider was finally assembled. It was in this new craft that the Wrights made nearly 1,000 flights and achieved the most successful glider testing in history. They had learned how to build and how to control an aircraft.

Already they were making plans for next year when they would add a small gasoline engine and propellers to power a new craft.

WRIGHT'S PERSONAL HISTORY

Orville and Wilbur Wright, age at first flight: Wilbur was 36 (born April 16, 1867 in Millville, Ind.) Orville was 32 (born Aug. 19, 1871 in Dayton, Ohio).

Education: Each attended high school the full time required for a diploma but neither was graduated and neither attended college.

Occupation: They formed the Wright Cycle Co. in 1892 to sell bicycles then they repaired them, and later manufactured them; all of their experiments in flying were financed from proceeds of their bicycle business. After 1903, their energies were devoted to aviation. Family Life: Neither married, both continuing to live at the family home, Wilbur until he died at age 45 of typhoid fever; Orville until his death in 1948.

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WRIGHT_BROTHERS - continued

1903 - September 25 - December 19: At last they were ready. Shortly after 10:00 o'clock on the morning of December 17, 1903, THE FLYER was moved to a spot on level ground. Orville took the pilot's position; engine and propellers were started.

At 10:35 a.m., the machine moved slowly forward under its own power and lifted into the air. The flight covered only 36.5 meters (120 feet) and lasted only 12 seconds. But Wilbur and Orville Wright had solved at last a mystery that had baffled mankind down through the ages.

Of interest to pilots, the National Park Service built a 3,000 ft. paved strip adjacent to the Wright Memorial. Pilots are invited to fly in.

Of Interest About The Area: Although the name "Kitty Hawk" is always associated with the exploits of the Wright Brothers on the Outer Banks, most of their flying experiments took place about 6.5 kilometers (4 miles) to the south of the Kill Devil Hills sand dunes. After their first visit to the area in 1900, Wilbur wrote: "We located on the bar which separates Albemarle Sound from the ocean. South of Kitty Hawk the bar is absolutely bare of vegetation and flat as a floor, from sound to ocean, for a distance of nearly five miles, except for a series of sand hills, the largest of which is one hundred and five feet high." Wilbur also commented on the dunes in 1903: "These hills are constantly changing in height and slope, according to direction and force of the prevailing winds. The three which we use for gliding experiments are known as Big Hill, the Little Hill, and West Hill, and have heights of 100 feet, 30 feet and 60 feet, respectively.

The Kitty Hawk area remained isolated and little changed during the early years after the first flight. When efforts were begun to establish a memorial to the Wright Brothers on Kill Devil Hill in the late 1920's, the dune looked much the same as it had in 1903. Prevailing winds, however, had pushed it some 46 meters (50 yards) to the southwest. Before construction of the monument shaft could begin, the hill had to be anchored in place with hardy beach grasses, and even today, constant care is needed to keep the hill from reverting to its former migrating condition.

Of additional interest is the engine. Unable to purchase a gasoline motor manufactured to their specifications, the Wrights once more relied on their own resourcefulness. They not only designed but built the little 4 cylinder motor that powered the first flight.

The propellers, still another unsolved problem. Again these talented young men, with no advanced education in engineering, wrestled with available data, found it insufficient for their needs and developed their own calculations. They then designed and built propellers for The Flyer that were to prove successful on the first flight, the first time they were ever tested.

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NEW FAR'S TO BECOME EFFECTIVE DECEMBER 4TH:

FAA recently published a number of amendments to FAR's which will become effective December 4th. The amendments are the sixth in a series under the agency's review program. The following are some of those issued and have been condensed for brevity.

All aircraft must have safety belts equipped with metal-to-metal latching devices within three years; the pilot in command must ensure that each person on board is briefed prior to each takeoff and landing to fasten his or her safety belt and how to do it; no aircraft may be operated for flight instruction unless it has fully functioning dual controls; VFR fuel reserve requirements of 30 minutes during the day and 45 minutes at night that apply to large and turbojet aircraft will now apply to all aircraft, using normal cruising speed as the criteria; VFR fuel reserve for helicopters is now 20 minutes from the first point of intended landing; IFR fuel reserve rule has been simplified by making the 45 minutes reserve unnecessary if weather at the destination is forecast to be 2000 feet and three miles at least one hour before and one hour after estimated time of arrival; and VOR operation checks must now be done every 30 days rather than "within the preceding 10 hours of flight time".

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PESTICIDE CERTIFICATION TRAINING SESSIONS SCHEDULED FOR AERIAL APPLICATORS:

Three 2-day pesticide training sessions are scheduled in December at points throughout North Dakota for aerial applicators whose certificate may expire this or next year or those who have not been certificated. Applicants are cautioned to look at their present certificates for the expiration date and in the event it is not listed, contact the Extension Service at Fargo, Telephone 237-7171.

The new certifications will be valid for 3 years from the date of the examination, as were the previous certificates. The sessions will run from 9:30 a.m. to 5:00 each day and the last half day will be used for the examination period. Dates and places are as follow:

December 11 - 12 - - -	Mandan, N.D. -	Seven Seas
December 12 - 13 - - -	Minot, N.D. -	Ramada Inn
December 14 - 15 - - -	Fargo, N.D. -	NDSU Memorial Union Bldg.

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AERONAUTICS COMMISSION PAYS PREVIOUSLY ALLOTTED GRANTS:

The North Dakota Aeronautics Commission has paid airport grants totaling \$25,100 to two airports for paying part of the costs of improvements and purchase of land.

Rolla Municipal airport received \$20,000 for paving runway, taxiway and apron and for land purchase. Cooperstown received \$5,100 for airport drainage and sanitary facilities.

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FLYING FARMERS ELECT OFFICERS:

The North Dakota Flying Farmers Association elected a new slate of officers and crowned a queen at its annual convention held in Grand Forks last month.

Don Berge, Northwood was elected President; Jim Miller, Mapleton Vice President and Mrs. Leeanne Berge, Northwood was crowned N.D. Flying Farmer Queen.

Officials reelected for another term include Mrs. Pat Hoggarth, Courtenay, Treasurer and Harold Vavra, Bismarck as Secretary.

The Flying Farmers named Mr. and Mrs. Arlyn Kraft of Mapleton as North Dakota Flying Farmer Man and Woman of the year.

Teen officers elected were Ron Jenson, Reynolds, President; David Day, Moffit, Vice President and Gale Kraft, Mapleton, Secretary.

Over 150 Flying Farmers attended the two day convention from eight states and three provinces of Canada.

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THE NORTH DAKOTA PROFESSIONAL AVIATION MECHANICS ASSOCIATION TO SPONSOR A STATE LEVEL GENERAL AVIATION MECHANIC SAFETY AWARD PROGRAM:

In word received from Frank Argenziano, President of the N.D. Professional Aviation Mechanics Association, that the program will be open to all Airframe and Powerplant mechanics, Avionics technicians, and Repairmen in the State of North Dakota who are active in the field of aviation maintenance. Entry instructions will be distributed soon and all eligible persons are encouraged to enter. An award of considerable value will be presented to the winner at the Fifth Annual Aviation Maintenance Seminar to be held March 6, 7 and 8, 1979 at the Kirkwood Motor Inn, Bismarck, N.D. This is your opportunity to enter your contribution or enter someone you know who has made a worthwhile contribution to aviation safety during 1978. Above all, don't be bashful about entering, the award will make it worth your time and effort.

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CHICAGOLAND GLIDER COUNCIL TO HOST ANNUAL CONVENTION FOR THE SOARING SOCIETY OF AMERICA

The Chicagoland Glider Council has set its Soaring Society of America Convention for January 31 through February 3, 1979 at the Hyatt Regency O'Hare, near O'Hare Airport in Chicago.

More than 2000 aviation enthusiasts are expected to attend the meetings and exhibition. Featured speakers and their topics include Fred Arndt - Contest Management, Bill Holbrook - Flight Preparation, Dick Johnson - Flight Testing, Chuck McKinnie - Instructor Workshop, Neal Ridenour - Cross Country, and Dick Schreder - Homebuilding. Twenty-five Sailplanes and related equipment will be on display at the adjacent O'Hare International Trade and Exposition Center.

Everyone interested in Soaring is invited to attend. For information or registration contact: Rudy Kunda, 3029 Mason, Chicago, Ill. 60634.

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LIABILITY IN WIRE STRIKE CASES:

A couple of years ago, we did a short article wherein we pointed up some cases in law in which utility owners were being held liable at least in part for damages to aircraft sustained as a result of wire strikes.

The April issue of the World of Agricultural Aviation carries an article which cites several more cases wherein the utility companies have been held liable by the courts in such cases.

Up until very recent years, most courts held that the pilot was virtually always responsible for such accidents and virtually always exonerated the utility companies even in cases where the wires were unmarked. Among the cases presented in the WAA journal is one where the poles were brightly marked but where vegetation had been allowed to grow obscuring the marked poles. The utility company was ruled liable.

It seemingly is making little difference to the courts whether or not the pilot was flying below 500 feet. The issues seem to revolve about just how visible the wires and poles are, whether or not they are in an area normally used by aircraft and whether there have been earlier incidents in which the same wires have caused accidents or damage to aircraft.

The cases cited are often complex in nature. It surely does appear

LIABILITY IN WIRE STRIKE CASES - continued

though that the courts are taking a different position on the matter. We suspect utility companies will soon begin initiating programs to mark wires especially in airport and landing area approach zones, if they do not already have such a program. It appears the "handwriting is on the wall" in this matter. (Reprinted from Aviation, Illinois Aeronautics Div.)
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ACCIDENTS IN NORTH DAKOTA: (GADO Aviation Newsletter)

For the first time this year "The Accident Box" is showing goose eggs in the accident and fatal accident columns. Until August, North Dakota had suffered one fatal aircraft accident each month with a total of 12 fatalities. This total, even at this early stage of the year, far exceeds the worst safety record previously recorded. It is enlightening to observe that during August, we have somewhat halted this adverse safety trend. To keep the accident totals down will now require the effort and dedication of each person involved in aviation in North Dakota.

One accident occurring in North Dakota during August, resulted in minor aircraft damage. A landing gear malfunction resulted in a gear-up landing when the pilot was unable to extend the gear through normal or emergency procedures.
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MULTI-ENGINE PILOT EXAMINERS: If you have tired of your single engine airplane and have plans of moving up into a "twin", here is a list of N.D. designated pilot examiners who can give you that multi engine check ride with specific make and model designations.

Vincent Cartwright	- - - - -	Cessna 310
Aero Flight Inc., Minot, N.D.	-	Piper PA-23, PA-34
Telephone: 852-3204		Beech 95-55 series
Alfred Pietsch	- - - - -	Cessna 310
Pietsch Flying Service, Minot		
Telephone: 852-4092		
George Hammond	- - - - -	Cessna 310
UND, Grand Forks, N.D.	- - - - -	Piper PA-30
Telephone: 777-2777		
Dana Siewert	- - - - -	Piper PA-30
UND, Grand Forks, N.D.		
Telephone: 777-2777		
Lyle Hilden	- - - - -	Cessna 310
OK Aviation, Bismarck, N.D.	-	Piper PA-30, PA-39, PA-34
Telephone: 258-5610		Beech 95-55 series.

CLEARING THE RUNWAY: There's a right way and a wrong way. The right way is as follows: After landing, unless otherwise instructed by the tower, continue to taxi in the landing direction, proceed to the nearest turnoff and exit the runway without delay. DO NOT turn onto another runway, or make a 180 degree turn to taxi back on an active runway, and do not change to ground control frequency while on the active runway unless you are told to do so.

THE ACCIDENT BOX

Accidents	- - - - -	August	1978
Fatal Accidents	- - - - -		15
Fatalities	- - - - -		7
			12

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GLEANED FROM "TAKOFF" - THE UND AVIATION NEWSLETTER

Tracy Van Den Berg, Chief Air Service pilot on the UND staff has resigned his position to work for Executive Air of Bismarck, N.D. Van Den Berg, better known as only "Tracy", started his duties at Executive in September. The Glider Certification Course (Aviation 292.01 for one credit) the one hour class, will meet weekly and is to be taught by Professor Win Dole.

"Which Controls What" was written by Professor Win Dole and the following summarization is the last that we have ever seen:

"The big debate continues among many pilots about the respective functions of the elevators and the throttle. I suggest that there is a very logical way to resolve this dilemma, and that is to evaluate the energy parameters of the airplane. In other words, look at it this way. The throttle is used to change the total energy of the airplane, and the elevators are used to convert kinetic energy to potential energy and vice versa. Period. If you apply this thinking to various flight conditions, your flying will not only be more "by the numbers" but much safer".

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PRESIDENT CARTER SIGNED AIRLINE REGULATORY REFORM BILL

With the signing of the Airline Regulatory Reform Bill recently, some interesting sections of the bill are that it will prohibit FAA under DOT from collecting "any fee, charge or price for any approved test, authorization, certificate, permit, registration, conveyance or rating," relating to any aspect of aviation that is in excess of prices charged in 1973, unless all such charges, fees or prices are changed by Congress. (See Note) It also calls for ending the CAB agency in 1985. The new bill also established a new subsidy system that will make commuter air carriers eligible for subsidy based on the needs of individual communities. The commuters would also be eligible for equipment loan guarantees up to \$100 million for the whole system.

NOTE: FAA would also be prohibited from part-timing any flight service station unless it has the approval of the House & Senate Appropriations Committee first, under an order which was included in a conference report on DOT appropriations legislation.

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WIND-ALTIMETER-VOICE EQUIPMENT (WAVE) TO BE TESTED BY FAA

Frederick, Md. has been chosen as the site to test FAA's new low cost \$15,000 system that will give the wind altimeter and favored runway once each minute via automated voice over the VOR. Such a system could lower minimums at such points as Williston and Devils Lake, N.D., since the altimeter settings now come from Minot and Grand Forks, N.D. respectively.

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TUCSON ATTORNEY MAY REPLACE KAHN

Word is that a Tucson Attorney Marvin Cohen, who was recently sworn in as the newest CAB member, is considered the number one candidate for Chairman of the CAB Board, now that Alfred Kahn, the former Chairman, has moved over to the White House as head of the (anti-inflation) Price Stabilization Board.

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AIRPORT CONSTRUCTION STATUS

NAPOLEON: Work has been suspended on the final construction at Napoleon of a 60' X 2800' NW-SE runway; 30' X 200' connecting taxiway and 80' X 120' ramp because of warmer temperatures needed to place the armor seal. This NW-SE runway can be used at the discretion of the pilot, although no plans have been made to have snow removal this winter on the NW-SE. The E-W turf runway will have snow removal but if any doubt exists, call Anton Welder, Chairman of the Airport Authority at 754-2812.

GARRISON: Asphalt work has been completed on a new NW-SE 60' X 3050' runway, also on the connecting taxiway to a 150' X 300 ramp, as well as on the roads associated with the connecting industrial airport site. Marking and the asphalt seal coat will be completed next spring. Power lines obstruct the approaches of 13, 3 and 21 and will be removed soon. The airport will be open to pilots' discretion after November 15th. The turf runway 3-21 can also be used at pilots' discretion, but again, extreme caution is advised after a rain, as the turf is not established on the shoulders of the pavement crossing. So if you know your 35 foot over obstacle distance, speed, technique and exercise your pilots' discretion, the airport is available after the 15th of Nov. The facility is ½ mile west of the city. We advise that you call Leo Cunningham, Chairman of the Airport Authority at 463-2236 if you have any questions.

ROLLA: The Rolla Municipal Airport was completed in October and is open to the public. It consists of a newly graded and asphalted 14-32, 60' X 3200' runway with a 20' X 690' connecting taxiway and a 130' X 260' ramp. A WSW-ENE 200' turf landing area is also available. 14-32 is lighted and this airport is plowed all winter. Thanks to the dedication of airport manager Leonard Krech and some able assistance of Myron and Herbert Good.

ENDERLIN: Grading has been completed on a NW-SE 12-30 turf landing area of 100 X 3400' and a crosswind turf landing area of 100 X 2321' of NE-SW-4-22. The airport is open to pilot's discretion and caution is advised because of the turf not being firmly established. The surface can also be muddy after rains. A short section of the old NW-SE landing strip has been retained for use in such conditions. The newly graded NW-SE is lighted.

DICKINSON: Earthwork has been completed on the reorientation of the 14-32, 75' X 5200' main runway and 4" of asphalt has been placed. Asphalt work has been halted this construction season and the remaining 2" lift will be placed next spring. Runways 14-32 and 17-35 are lighted and 14-32 will be opened in early November for use at pilots' discretion. Runway 17-35 has remained open during the entire construction work.

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MURPHY'S LAWS APPLIED TO FLYING:

It has long been known in the engineering field that Edsel Murphy's Law is the foundation of all design. Most people recognize the basic form of Murphy's law, "If anything can go wrong, it will."

Murphy's laws have been found to apply equally well to aviation; and a small sample are given below:

A. Flight

1. Bumpy days and passengers with weak stomachs will always coincide.
2. Aircraft availability is inversely proportional to the importance of a particular flight.
3. All warranty and guarantee clauses become void upon payment or just prior to failure, which ever comes first.
4. On a long cross-country, home base will always be 5 minutes beyond the maximum range of the aircraft at the last planned fuel stop.
5. Wind aloft reports will only be accurate in the cases of direct headwinds.
6. Operating Manuals will express important performance figures in the least useable form.
7. Answers on the FAA written examinations will all be equidistant from your computed answer. Decimal points will always be misplaced.
8. Factory manuals will be wrong by a factor of 0.5 or 2.0, whichever gives the most optimistic results. For salesmen's claims these factors are 0.1 or 10.0.
9. On overwater flights or over rough terrain, the engine will go into autorough at the midpoint + 10:
10. Control tower trainees will not be allowed to exercise command except on weekends and other high traffic volume times.

B. Maintenance, Mechanical

1. A dropped tool will hit a spot where it will do maximum damage (Murphy's Law of Selective Gravitation).
2. After an inspection plate with 16 screws has been removed, it will be discovered that it was the wrong plate.
3. After 16 screws have been replaced in an inspection plate, the gasket will be found on the bench.
4. Any cable cut to length will be too short.
5. Tolerances will accumulate towards maximum difficulty of assembly.
6. Interchangeable parts won't.
7. The component most likely to fail will be the least accessible.

C. Maintenance, Electrical

1. A fail-safe circuit will not only fail, it will destroy others as it does so.
2. Self-starting oscillators won't.
3. A transistor protected by a fuse will protect the fuse by blowing first.
4. Intermittent faults will remain so for the service life of the equipment.
5. If a particular component is needed, it will be out of stock. Further, it cannot be made from available supplies.
(Reprinted from PIREPS, Nebraska Department of Aviation)

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U.S. CUSTOMS WITHDRAWS SUPERFLUOUS REGULATION:

U.S. Customs, Washington, D.C. has withdrawn a proposed regulation which would have required Canadian aircraft pilots entering the United States to obtain a special travel permit from U.S. Customs with named airport landings and dates in the U.S., in addition to customs inspection requirements now in effect at airports of entry along the northern border.

The State Aeronautics Commission had opposed the proposed rule as being discriminatory because Canadian automobiles entering the U.S. are not required to get a travel permit, and such a rule would result in Canada responding in kind with air travel restrictions on U.S. owned aircraft entering Canada.

The U.S. Customs withdrew the proposed rule after receiving no support for it from aviation groups in both the U.S. and Canada.

Airports of entry with U.S. Customs inspection facilities in North Dakota include Grand Forks International, Minot International, Williston International, Peace Garden International, Pembina and Border near Noonan, N.D.

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1979 CONVENTION OF THE N.D. AVIATION ASSOCIATION (NDAA) SET FOR BISMARCK
JANUARY 18, 19 AND 20TH. _ _ _ _ _

Bob Wood, President of the N.D. Aviation Association announced that its 1979 annual convention will be held at Bismarck, January 18, 19 and 20th. at the Kirkwood Motor Inn.

Registration will begin at 11:00 a.m. on the 18th and continue to 5:00 p.m. that day. The agenda calls for meetings to begin at 1:00 p.m. on the 18th. Reservations for rooms should be made as soon as possible, since the room situation at Bismarck is extremely tight at all times, and will be especially so because of the Legislature being in session. When making the reservation, be sure to specify that you are attending the NDAA Convention.

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AIRPORT-AIRWAYS TRUST FUND STATUS

As of 31 August, 1978, the balance at the end of the period was a total of \$3,790,857,059.13 in the Airport Airways Trust Fund. It seems paradoxical that, while a shortage of funds plaques general aviation construction, the aviation trust fund continues to grow and grow, and the Office of Management and Budget (OMB) through both the past and present administration, continues to oppose increased spending of the trust fund as inflationary. As an example, Economic Development Administration (EDA) funds taken from the General Fund as versus trust fund money, totaled over 30 million for North Dakota the past year as against 1/4 of a million for general aviation money. To put the drought of General Aviation monies in a more striking contrast, the 30 million of EDA money for North Dakota is nearly half the 68 million allotted for GA airports in the entire 50 states.

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NEW FAA PART 135 AIR TAXI REGULATIONS AND SCHEDULED MEETINGS

The Federal Aviation Administration has adopted new Part 135 Air Taxi regulations for all air taxi commercial operators (ATCO), which were published in their final form in the October 10, 1978 issue of the Federal Register involving 70 pages.

In North Dakota there are a total of 32 air taxi certificate holders of which 22 employ pilots; 9 are single plane owners and operators and 1 falls under the commuter category.

The Fargo General Aviation District Office (GADO) announced that it plans to hold 4 meetings in the state to explain the new Part 135 rule changes, which are scheduled as follow:

City	Location of Meeting	Date and Time
Bismarck	Aeronautics Commission Conference Room, Bismarck Airport	November 28 - 8:30 a.m. to 4:00 p.m. for ATCO certificate holders who employ pilots November 29th - 8:30 a.m. to 2:00 p.m. for ATCO certificate holders who are one plane - one pilot operators
Fargo	Hector Airport - Conference Room in second floor of terminal bldg.	December 1 from 8:30 a.m. to 4:00 p.m.
Grand Forks	Grand Forks International Airport in Minnesota pilots operation T-hangar on airport	December 7th from 8:30 a.m. to 4:00 p.m.

Following these meetings and well before February 1st, the FAA GADO plans to arrange individual pre-application meetings with each individual air taxi certificate holder to discuss with each operator at his city the following:

1. The February 1, 1979 deadline for each ATCO certificate holder to file an application with FAA Fargo for a new ATCO certificate and a letter of intent to qualify for a new certificate. With the letter, each ATCO certificate holder will be asked to state in such letter, the target date that he will present to the FAA his new operations specification and Manual. The contents of these documents will be discussed with the individual certificate holder at the individual meetings. Also the application letter due before February 1st, 1979, should show a target date when each ATCO certificate holder is ready for a certificate inspection.

Your present ATCO FAA certificate will expire February 1, 1979, if an application for a new certificate is not made before February 1, 1979. Once application is made, your existing air taxi certificate and operations specifications remain in effect until the new ATCO certificate is issued, but not later than August 1, 1979.

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FOR SALE: 1947 - 85 Aeronca Champ; 1967 Cessna 172, 1300 TT A&E. Contact Jay B. Lindquist, Hettinger, N.D. 58639 or call 701-567-2069

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FOR SALE: Stainless steel swath-master drive spreader for a Pawnee.
Contact Schroeder Aviation, Box 68, Davenport, N.D. 58021, 701-428-3126

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FOR SALE: EAA Biplane 490 TT airframe and 125 Lycoming engine symmetrical wings inverted fuel and oil, smoke kit. Contact Vaughn Turner, Box 49 Pembina, N.D. 58271 or call 701-825-6383

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FOR SALE: 1972 Piper Arrow; 1978 Piper Arrow; 1977 Piper Warrior; 2-1978-Skyhawks 172; 1979 Skyhawk; 1978 Skyhawk RG; 1978 Cessna 152; 1979 Piper PA-18-150; 1978 Piper Brave 375 HP; 1976 Piper Navajo Cr; 1968 Navajo 8 seats; 1977 Cessna XP 177; 1978 Grumman Ag Cat 450; 1978 Piper Pawnee 235. Contact Jamestown Aviation, Inc., Box 427, Jamestown, N.D. 58401 or call 701-252-2150

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FOR SALE: 1977 Navajo Chieftain, 1100TT since new, full deice, cargo kit; 1979 PA-38-112 Tomahawk, Ferry time only, special training package; 1967 Twin Commanche, 3660 TT, 1700 SMOH, 50 hours since prop; 1978 Duchess, Ferry time only, October delivery; 1978 Piper Seneca, 625 TT, 1979 PA-28-181 Archer II, Specs open, December delivery; 1977 Sundowner, 355 TT; 1976 Cessna 185 Skywagon, 280 TT; 1978 Piper Seneca, 310 TT. Contact Executive Air Taxi, Box 2273, Bismarck, N.D. 58501, 701-258-5024

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NORTH DAKOTA AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA 58505

BULK RATE U.S. POSTAGE PAID Permit #327 Bismarck, N.D. 58505

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

FOR SALE: 1979 Cessna 152, FTO; 1978 Cessna 152II, 400 TT; 1978 Cessna 152 II, 300 TT; 1978 Cessna Skyhawk II, 390 TT; 1979 Cessna Skyhawk II FTO; 1977 Cessna Skyhawk XP II, 950 TT; 1978 Cessna Skylane RG, 400 TT; 1975 Centurion, 950 TT; 1975 Cessna Centurion II, 1550 TT, 100 TTE; 1977 Cessna Centurion II, 1050 TT; 1978 Centurion II, 150 TT. For a price on these aircraft call OK Aviation, Inc., Bismarck, N.D. 701-258-5610

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FOR SALE: Extra clean 1974-600 Thrush, 530 TT, A&E, night lights, deep spreader, also spraying business with 60 X120 hangar & office, will sell all together or separate. Contact Bernard Doyle, Lakota, N.D. 701-247-2346.

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FOR SALE: 1974 Grumman Traveler; 1977 Grumman Tiger; 1977 Aero Commander; 1976 Citabria; 1947 Commonwealth; 1960 Mooney Woodwing; 1977 Mooney 201; 1978 Mooney 201; 1977 Piper Lance. Contact Pietsch Flying Service, Minot, N.D. 58701 or telephone 701-852-4092

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FOR SALE: 1975 Turbo Seneca, 458TT one owner; 1977 Turbo Seneca, loaded; 1962 Barron, low time; 1966 Aztec; 1966 Twin Comanche 200 SMOH; 1966 Cessna 411, 2350 TT, 0-SMOH; 1964 Cessna 210, 600 SMOH; 1978 Cessna 185 ferry time only; 2-1978 Cessna Skyhawks II, loaded; 1977 Skyhawk; 1978 Cessna 152; 1979 Cessna 152; 1956 Cessna 172 2200TT; 1978 Piper Lane 100 TT, loaded; 1978 Thrush S2R, new; 1972 Cessna Ag Truck 1650 TT; 1971 Piper Pawnee 235, 1200TT; 1975 Piper Pawnee 235, 750 TT 0-SMOH; 1975 Pawnee 260 640 TT; 1967 Pawnee 235-1130 TT; 1977 Piper Lance 450 TT. Many more, Commander Aviation Corp., Mandan, N.D. 701-663-2356