

NORTH DAKOTA STATE DEPOSITORY AVIATION NEWSLETTER

Vernon H. Baltzer, Editor
STATE OF NORTH DAKOTA



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Telephone 701-224-2748
July - August, 1978

ALTERNATE ROUTE AND FLIGHTS RELIEVE BOTTLENECK OF E-W PASSENGER MOVEMENT

North Central Airlines' new east-west air service in North Dakota, during its first three months since start-up on May 8th, has boarded a total of 29,300 passengers at Bismarck and Fargo combined, according to Harold G. Vavra, Director of the State Aeronautics Commission. The airline averaged a 96 per cent passenger load factor after the aircraft departed Fargo to Minneapolis and beyond.

North Central Airlines' passenger boardings on its jet service was divided, with Bismarck boarding 10,800 and Fargo 18,500 passengers during the first three months.

Northwest Airlines, during a similar three-month period last year, boarded 56,000 passengers at both Bismarck and Fargo. The figures that North Central's new service alone has replaced about 52 per cent of Northwest Airlines' passenger boardings at these two cities, without accounting for air travel growth, which is very strong this year in the United States. If market growth is considered, then North Central's jet service has replaced about 45 per cent of expected air travel this year at Bismarck and Fargo.

Frontier Airlines, at both Bismarck and Fargo, has picked up a substantial number of former Northwest Airlines passengers for Seattle, Portland, Oregon and Spokane, Washington, by flying them to Denver, with connections there with other airlines to their destinations.

North Central Airlines' prop-jet service at Bismarck has carried a number of overflow passengers to Minneapolis via connections in Aberdeen and Sioux Falls, South Dakota, when seats are not available on the airline's direct jet service to the Twin Cities.

MOUNTAIL COUNTY 2-MILL AIRPORT AID HISTORIC FIRST

The Municipal Airport Authorities of New Town, Parshall, Plaza, Stanley and the County Commissioners of Mountail marked an important mile-stone in airport financing, when with complete agreement to all, a 2-mill levy was placed on the Mountail County tax rolls. The Levy is to be carried for 2 years. While having a tax levy spread over the entire county is not entirely new, Ramsey County was first, then followed by Williams County. The fact that the monies are to be distributed among four airport authorities, instead of for the benefit of only one airport, is quite different.

It was recommended by the North Dakota Aeronautics Commission that each Municipal Airport Authority for each respective city, share the total amount of tax dollars produced by a county airport tax in direct proportion to the taxable valuation of each city with an airport, shall bear to the total valuation of all municipalities operating public airports in Mountail County.

Another County that has evidenced interest in aid to airports is McIntosh County.

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS TO MEET IN INDIANAPOLIS SEPTEMBER 25 TO 29TH

The Indiana Aeronautics Commission will be host to a 5-day convention of NASAO (National Association of State Aviation Officials) in Indianapolis, Indiana September 25th through the 29th. September 25th will be devoted to a Board of Directors meeting.

NASAO as the name implies represents State Aeronautics Commissions and other similar state agencies of the 50 states in Washington on matters relating to aviation. The Association has headquarters in Washington. Joe Mason was recently appointed Executive Vice President of the group and Harold G. Vavra is a past president of the organization.

AIRPORTS:

NAPOLEON: Grading has been completed on the NW-SE 3200' landing area and the base and single armor seal are expected to be completed by the 15th of September. The runway itself will be 2800' X 60' with a ramp of 80' X 120' and a short connecting taxiway. The airport presently has only a East-West strip which is getting a surprising amount of use.

The project received \$49,000 from Economic Development Administration;

\$15,000 from the N.D. Aeronautics Commission and spread a \$30,000 bond issue.

ENDERLIN: A 120' X 3400' NW-SE landing area has been graded in, seeded and lighted this summer. A 2800' X 60' runway will be paved in the near future if an asphalt plant locates near enough to the site on some other project to make it feasible.

GARRISON: All grading has been completed on the 120' X 3500' NW-SE landing area main runway which will then be a 60' X 3100' hardsurfacing runway as well as on the 120' X 3500' NE-SW turf landing area. In the 55 acre Industrial section, grading of access roads and lots are also complete. Water mains have been installed and sewer main is expected to be completed by September 1st at which time the paving contractor, Everetts Construction, will move on the site to complete the asphalt work on both the airport and the Industrial Airpark, according to Merrill Rivinius, Engineer for Tri State Engineers. The completed project will cost upwards of approximate \$565,000 with the Economic Development Administration contributing \$504,000; the N.D. Aeronautics Commission \$20,000 and the local Airport Authority approximately \$40,000.

ROLLA: Grading and paving has been completed on this project, another Economic Development Administration project according to Peter B. Wold, Jr. of Wold Engineering. The project consists of a landing area NW-SE of 120' X 3600', and a paved runway of 3200' X 60' with a connecting taxiway of 430' X 30'.

Cost of the completed project will be \$260,000 with EDA contributing \$195,000; the N.D. Aeronautics Commission \$20,000 and the Rolla Airport Authority \$40,000.

REEDER: Grading has been completed on a 100' X 2600' landing area and work is in progress of laying a 6" base which will be double armor coated on the 2200' X 40' NWN-ESE runway. This project by the Adams County Airport Authority, to provide smaller airports throughout the County, will cost in the neighborhood of \$50,000 with \$20,000 being supplied by the N.D. Aeronautics Commission and the Adams County Airport Authority paying the balance.

HETTINGER: Latest word from J.B. Lindquist, Manager of the Hettinger Airport is that the Nondirectional beacon (NDB) will be commissioned within a month. Frequency will be 392 Kz and complete cost approximately \$5,000 of which half or 50% came from the N.D. Aeronautics Commission and the balance by the Adams County Airport Authority.

KENMARE: A 2850' X 60' E-W runway with a 300' X 30' connecting taxiway to a 250' X 120' ramp are to be paved by the end of August. A 4" full depth mat will be laid directly on the base which will not consist of select gravel but rather whatever material is in place. The landing area was previously graded when the airport was moved from North of the city to the east side, back in 1967-68. Total cost to be approximately \$70,000 of which the N.D. Aeronautics Commission contributed \$20,000 and the balance paid for by the Kenmare Airport Authority.

DICKINSON: Grading work is progressing on the reorientation of the primary runway area of 300' X 6400' which when completed will be a 5200' X 75' NNW-SSE runway expandable to 6400' X 100' with clear approaches that are also designed for an instrument landing system in the future.

Richard Prchal, the Chairman of the Dickinson Airport Authority said that 3000 ft. of the East-west taxiway will remain open for daylight operations, also 17-35 for both day and night operations. When landing on the E-W taxiway, it will be at pilots discretion and extreme caution is advised since the new NNW-SSE runway will be crossing the taxiway on the west and shortening it some, the cost of the entire project will be approximately \$800,000.

HEBRON: The Hebron Airport Authority has purchased acreage parallel to old U.S. Highway 10 and along with some leased property, is in the process of establishing a NW-SE 2300' X 100' landing area. The site is approximately 3 miles SE of Hebron and uses some of the same land used for an airport in the 1930 area.

MANDAN: Land purchases by the Mandan Airport Authority are 90% complete at this time in preparation for a expansion program. Funding will be out of the 1979 ADAP and help from the N.D. Aeronautics Commission. Plans call for a new 3800' X 75' NW-SE runway parallel to the present 50' X 2400' runway, which will then become a taxiway. A NE-SW turf landing area of 150' X 300' is also planned. Additional work will consist of paving the entrance road, additional aircraft parking and tie down ramp and connecting taxiways. Total cost of entire project including approximately 100

MANDAN - continued

acres of land will be in the neighborhood of \$1,000,000. Target date for bid opening will be this fall and with completion of the project during the 1979 construction season.

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ELLENDALE FLY-IN - DRIVE-IN SUNDAY, AUGUST 20th

A fly-in, drive-in Pancake & Sausage breakfast will be served to all at the Ellendale Airport, Ellendale, N.D. from 8:00 a.m. to 1:00 p.m. on Sunday, August 20th.

While the breakfast serving is going on, both helicopter and fixed wing aircraft will be on hand to give rides to the public.

The airport will be closed at 2:00 p.m. for the Airshow, which will include a National Guard fly-over and sail plane demonstration, as well as the usual aerobatics. New aircraft will also be on display during the event.

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N.D. FLYING FARMERS ASSOCIATION ANNUAL CONVENTION COMING UP

The 1978 Flying Farmers Association annual convention will be held on September 29th thru October 1, 1978 at the Ramada Inn Motel in Grand Forks, N.D., according to President Alfred Dahl, Cogswell, N.D.

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AIRPORT AUTHORITIES

Kindred: The City Council of Kindred is considering the formation of an Airport Authority according to Robert Odegaard, the fixed base operator on the present field. The only runway at Kindred is obstructed by 80' poles on the south end that light up a football field, and one of the first order of business will be the reorientation of the N-S runway and land purchase.

Casselton: A meeting is to be held at Casselton on the 17th of August to discuss the forming of an airport authority at Casselton. Vernon Baltzer, Assistant Director of the Aeronautics Commission, will be meeting with members of the City Council to explain the functions of an Authority and steps on how to form one.

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N.D. AERIAL APPLICATOR NOW PRESIDENT OF NATIONAL AGRICULTURAL AVIATION ASSOCIATION

Alfred Dahl of Cogswell, a past president of the N.D. Aviation Association (NDAA) is presently President of the National Agricultural Aviation Association (NAAA). Big Al also heads the N.D. Flying Farmers this year.

He is still a member of the Board of Directors of the N.D. Aviation Association, as well as his son, Larry Dahl, who is a past president of the N.D. Aviation Association also. In the June issue of World Agricultural Aviation (WAA), the official publication of the NAAA, Dahl in a very well written article, stressed the importance of a new type of control of corn ear worms and of good communication between applicators and customers, so as not to result in misunderstandings.

Darrol Schroeder, North Dakota's flying general (he is an actual General in the N.D. Air Guard) was commended in the same issue for being such an active recruiter for members in the National Association.

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ALFRED PIETSCH, MINOT FBO TO TRAIN LIBYAN PILOTS

Alfred Pietsch, President and owner of Pietsch Flying Service, Inc. of Minot, N.D. has entered into a contract with the Libyan government Agricultural Department, to train a minimum of 20 Libyan pilots. The five (5) year program calls for each pilot to receive a commercial pilot license with single and multi engine ratings, also a instrument and instructor rating.

Pietsch himself is to be in a managerial position on a large scale aerial application program for the Libyan Government for short periods of that time. Plans call for him to use his expertise in the aerial application field to supervise other pilots, mostly American in the first phase. Work consisting of aerial seeding, fertilizing and both herbicide and insecticide applications will be done on 500,000 acres. Most of the acreage is on the Mediterranean Sea near Tripoli and Benghazi, while some is in the Sahara Desert.

Pietsch emphasizes that he will not be moving to Libya and will be there off and on for small periods of time. A young Libyan pilot, Omar Salam, is presently undergoing training in Minot and he will become the chief interpreter. The project will utilize an assortment of 50 ag aircraft plus support equipment. Language Arabic, size 679, 356 sq. mi., twice the size of Texas, population 2,300,000 and Moslem Religion.

**FORMER EXECUTIVE VICE PRESIDENT OF NATIONAL ASSOCIATION OF STATE AVIATION
OFFICIALS MOVES TO CIVIL AERONAUTICS BOARD:** - - - - -

John Nammack, age 50, who previously was the Executive Vice President of the National Association of State Aviation Officials has been named as the Director of CAB Office of Community and Congressional Relations.

Nammack formerly was an Air Force Pilot and an aviation writer and editor. In his capacity as Executive Vice President of the NASAO, Nammack worked closely with State Aviation Directors, such as Harold Vavra of North Dakota, who is a past president of NASAO. Joe Mason who was public relations director of the National Business Aircraft Association has been named the new Executive Vice President of NASAO. He will assume his new job the 1st of August. Mason at one time was also the Editor of Airport Services Management Magazine.

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N.D. AVIATION GASOLINE AND JET ENGINE FUEL TAXES DISPERSED AS GRANTS:

The North Dakota Aeronautics Commission has paid airport grants totaling \$148,100 to five North Dakota airports for paying part of the costs of improvements and acquisition of airport land, according to Harold G. Vavra, director.

The airports receiving grants are Bismarck Municipal, Fargo's Hector Field, Grand Forks International, Garrison and Napoleon Municipal as follows: Bismarck Airport - - - - - \$50,000 - paving 4,200' of taxiway Fargo (Hector Field) - - - - 50,000 - purchase of 297 acres of land Grand Forks International - 15,800 - paving general aviation taxiway Garrison Airport - - - - - 17,300 - land for new airport Napoleon Airport - - - - - 15,000 - land for new runway

Vavra said that the source of state funds for the grants is from aircraft user taxes on aviation gasoline and jet engine fuel, and was allotted from the 1978 funds. Additional funds will become available in July of 1979 for other projects.

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AIR AMBULANCE ENTIRE PROPOSAL WITHDRAWN BY FAA

Word has been received at press time from George E. Milligan, President of Acorde, Inc. (Airman's Constitutional Rights Defenders) who along with the North Dakota Aeronautics Commission in the person of Harold G. Vavra and many others, were very instrumental in opposing the air ambulance rules as proposed by FAA, that the proposal had been withdrawn in its entirety. Mr. Vavra, the Director, attacked the proposal on the grounds that FAA lacked the authority to promulgate rules of an economic nature and that such economic regulations were in the domain of the Civil Aeronautics Board.

Points 7 and 8, a portion of Mr. Vavra's conclusion are reprinted from his response to the Advanced Notice of Proposed Rule Making (NPRM) relating to the Air Ambulance proposal. The following reprint proves that the system does work and if used correctly, can possibly quell the avalanche of superfluous regulations that emanate from Washington.

7. Even if a similar proposal was brought before the U.S. Civil Aeronautics Board, with its power of economic regulation of air carriers, there is no declaration of the Congress that it, the Civil Aeronautics Board, has powers relating to the regulation of medical technology to the extent and scope covered by the Federal Aviation Administration's advanced notice of proposed rule making relating to Air Ambulance Service.

8. I, therefore, conclude and advise the Administrator of the Federal Aviation Administration to withdraw in its entirety the Civil Aeronautics Board's proposal. The following reprint proves that the reasons stated.

OPEN HOUSE:

Commander Aviation Corporation Flight Department of Bismarck and Mandan are having an open house and Fly-in Breakfast at the Bismarck Airport the weekend of September 23 & 24th. Tentative plans call for an Open house and hangar party on Saturday evening the 23rd with a fly-in breakfast on Sunday the 24th. Flyers will be mailed out to all areas soon announcing the full details and schedule. Arrangements will be made for all pilots of non-radio equipped aircraft to land at Mandan and Commander will then transport the passengers & pilot to Bismarck.

CONFERENCE TO BE HELD

The American Association of Airport Executives' and the University of Oklahoma's annual Airports Conference will be held at the University of Oklahoma, Norman, Oklahoma on October 2-4, 1978.

FLIGHT WATCH_(122.0)_by Lyle Wicken, Chief, Grand Forks Flight Service

The Grand Forks Flight Service Station is happy to announce that ENROUTE FLIGHT ADVISORY SERVICE (EFFAS) will soon be available to pilots over practically the whole state of North Dakota. Our communications outlets at Grand Forks, Jamestown and Minot have been in operation since October 1976. With the commissioning of the Dickinson outlet, July of this year; we will have very broad coverage on 122.0 Mhz over the entire state.

Our outlets complement those outlets in adjoining states which also operate on 122.0 MHz. For those of you not yet familiar with the Enroute Flight Advisory Service Program, here is a brief outline. The service was specifically designed to provide the enroute pilot with timely weather information pertinent to the intended type of flight, route of flight, and altitude. The service is provided for any intended route and destination.

The program is nationwide in scope and scheduled for completion this year. All sites and stations referred to in this letter are now operational. When the program is completed, with few exceptions, you will be able to fly coast-to-coast and keep continually updated on flight conditions by talking to Flight Watch.

The Flight Watch Specialists have quick access to the National Weather Service, control centers, and control towers so that they may rapidly obtain specialized weather data critical to your flight. They also have direct access to computer-stored weather information and can retrieve any available weather reports or forecasts for you immediately. Weather radar is scheduled for this facility later this year.

The service is always provided on 122.0 MHz from outlets located at strategic sites throughout the country and remoted to a Flight Service Station. Sites are located so that communications are possible if the aircraft is within 30 miles of the site and at least 5,000 feet AGL. Your position, altitude, and the surrounding terrain determine the final contact range.

The service is not intended to be used for opening, closing, or filing flight plans nor to obtain a preflight briefing. You should continue to use your local Flight Service Station for these important services.

Enroute Flight Advisory Service (EFFAS) is available to everyone whether private, commercial, military, high or low altitude. To benefit from the service, simply call "Grand Forks Flight Watch" or just FLIGHT WATCH and give the aircraft position on 122.0 MHZ. This service is available from 6 am to 10 pm, seven days a week.

Pilot participation is essential to the success of the Enroute Flight Advisory Service Program. Through a continuous exchange of weather information between pilots in Flight (PIREPS) and Flight Specialists on the ground, we hope to provide you with the most up-to-date data possible. Pilots are encouraged to report weather encountered in flight to the nearest Flight Watch Facility or Flight Service Station.

A more complete description of this service may be found in Part I of the Airmen's Information Manual. We welcome your comments and suggestions regarding this very worthwhile program.

You are cordially invited and encouraged to visit our facility to observe the Flight Watch operation, talk to the Specialists, and see what we have to offer toward making your flight more pleasant and safe.

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NOTICE - BISMARCK AIRPORT CLOSED SEPTEMBER 5 TO SEPTEMBER 9, 1978
FOR RUNWAY 13-31 SEAL COATING - EXCEP~~TION~~ INDICATED - - - - -

Relative to a "notice of construction" distributed May, 1978 to air carriers, fixed base operators and general aviation, regarding construction of an extension of runway and taxiway (1900 feet) to the approach end of Runway 31; the construction is progressing on schedule which will necessitate the closing of all runways for 4 days to apply the seal coat on all of Runway 13-31, including the extension.

The seal and chips will be laid down in continuous 8800 foot runs 12 feet wide so there will be no lateral seams. This procedure will restrict the use of Runway 17-35 and 02-20 to all aircraft as both runways intersect Runway 13-31.

Taxiway "A" may be used (pilots discretion) for general aviation aircraft for landings and takeoffs for daylight operation. Taxiway "A" is 4000 feet in usable length and 75 feet in width. Taxiway "A" may be used during night time hours at pilots discretion and request in emergencies. According to GADO, aircraft operating under Part 135 cannot use for night operations.

The Bismarck Airport will be officially closed as of 7:00 a.m. September 5, 1978 and opened at 6:00 a.m. September 9, 1978, subject to weather which could delay the opening date. * * *

**GLORIA SCHAFER 47, SECRETARY OF STATE OF CONNECTICUT PROPOSED FOR
NOMINATION TO CAB - - - - - - - - - - - - - - - -**

With a date of August 21st, the U.S. Senate Commerce Committee has scheduled hearings on the nomination of Schaffer to the Civil Aeronautics Board. If seated, Schaffer will complete the term of Lee West, which expires December 31, 1984.

Key member of Congress warned the administrator that Schaffer's nomination would only be accepted if member Minetti stays on as an alternate, that his replacement is more qualified to serve on the board. Minetti is presently past the mandatory retirement age.

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**OSHKOSH (EAA) EXPERIMENTAL AIRCRAFT ASSOCIATION EXPECTED TO DRAW 400,000 -
DREW 190,000 FIRST TWO DAYS -**

If you were one of the pilots flying into Oshkosh, you probably will wholeheartedly agree to the estimate that at one time 7,000 factory built aircraft were there on Whitman Field. As of Thursday, August 3rd, the tally was 429 Experimental homebuilts, 172 antiques, 538 classics and 131 warbirds at various times.

The display of aircraft plus the warbirds, EAA aircraft, and the one hour of warbirds exhibition and flyby, plus the 1½ hours of aerobatics, was well worth the effort in getting there.

The secret to avoid the 1 to 2 hours of holding needed to land (which happened to many) seems to be, is getting there before 8:00 a.m. Langhorne Bond, FAA Administrator told EAA that they, the agency, would be issuing a NPM in November, proposing that the term of airworthiness certificates for homebuilt aircraft be extended from the current one year to three years. Bond also said he planned to scrap another proposal that would have required annual inspections and maintenance on homebuilts similar to requirements for factory produced general aviation aircraft.

Tony Fox was there with 2 mockups of the Foxjet plus a company dragster. Also there was the Windecker, all fiberglass Eagle under new management, who are looking forward to possible production. Beech, Bellanca, Grumman, Piper and others were there with large displays. Of interest to those who may have watched the aerobatics Thursday night, was Debbie Cary's performance in the show with a stock Bellanca. She is the company top demonstration pilot and she just recently married the President of Bellanca, James Callier, Jr. As a finale to the aerobatics both Thursday and Friday, one of the few flying Swift-tempo manufactured pinto jets flying, concluded the shows.

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LEAR_FAN_PROGRESSING -

Officials of Bill Lear's Company (Lear Aviation) plan to display a full size mockup of the Learfan business aircraft at the National Business Aircraft Association 31st annual meeting, September 12-14 in St. Louis. The mockup which will include a fully outfitted cockpit will be built from production casts.

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PRESIDENT SIGNS AIRPORT DEVELOPMENT AID PLAN - (ADAP) FUNDING

Carter signed the DOT appropriations bill on Friday, August 3rd which contained the fiscal 1979 funding for general aviation airports. A compromise was reached in the establishing of a \$36 million discretionary fund instead of the original bill that had proposed only 22 million. Funds will be released October 1, 1978 for the fiscal 1979 year.

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19_NATIONAL_WEATHER_STATIONS_WILL_APPARENTLY_OPERATE_ONE_MORE_YEAR -

In hearings last spring before the House Appropriations Committee, NOAA Administrator Richard Frank proposed plans on closing out 19 weather service stations, such as the type at Williston here in N.D. Representative Mark Andrews and others opposed the closing. Recently the same House Appropriations Committee designated \$1,713.000 to keep the stations open and operating with no reduction in the quality of service.

LEONARD_FLY-IN_BREAKFAST_SEPTMBER_10TH

Gary Dittmer, Secretary of the Leonard Airport Authority, Leonard, N.D., has informed the Newsletter Editor that a fly-in breakfast will be held in conjunction with their fall festival on September 10th.

Pancakes & sausage will be served starting at 6:30 a.m. and will continue until all are fed.

To keep up interest, flying competitions of all sorts will be staged plus commercial displays will be on hand.

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NPRM'S ON THE HORIZON

Changes considered by FAA to Air Traffic Rules and put out by FAA

as Advanced Notice of Proposed Rule Making later this fall, will be:

- (a) Raising the tops of TCA from the usual 7,000 to 12,500 ft., (b)
- Lowering the floor of positive control airspace to 12,500 from 14,000 ft.,
- (c) Controlling VFR operations between 12,500 and 18,000 ft.

FAA originally proposed 63 TCA's but apparently due to the overwhelming objections, the program has commissioned only 21 so far.

In December of 1977, William Flener, FAA Associate Administrator for Air Traffic and Airway Facilities in a report stated that the preceding November was the worst month for air traffic delays in the US since 1969. He said that there were 4,655 air carrier delays during the month of which 69 percent were due to weather problems.

Armed with the foregoing statistics, the rational that restricts airspace in clear weather by creating more controlled airspace and its accompanying traffic control is hard to fathom as a solution to reducing air carrier delays.

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SKINNINGSRUD AIRPORT FLY-IN, CARPIO - AUGUST 19TH AND 20TH

Saturday, August 19th and Sunday the 20th will be a Fly-in fun deal at the Skinningsrud Airport 280 - 20 DME from Minot VORTAC. This is billed as a fun, no time set, get together with a Steak fry Saturday night and lots of flying, plus a camp out for sleeping bags under the wing to mobile homes.

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GRAND FORKS AIR FORCE BASE FLY-IN

Pilots of civilian aircraft planning to land at Grand Forks Air Force Base for the "Friends and Neighbors Day" Open House, August 26, 1978, are advised that Proof of required Insurance must be submitted to Base Operations in advance of landing.

Proof may be in the form of a signed statement by the Pilot/Owner, or a copy of the policy or a completed Air Force Form 203.

Required Insurance is \$100,000 each person and \$300,000 each accident for bodily injury and \$100,000 property damage. This is for aircraft under 12,500 lbs. gross weight.

Send required proof to: FLY-IN

BASE OPERATIONS

GRAND FORKS AIR FORCE BASE, N.D. 58205

Runway will be open for arrivals from 0700 to 1000 hrs. and for departures at 1700 hours.

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AIRPORT AND AIRWAY TRUST FUND GROWS AND GROWS AND GROWS

According to a Status Report issued by the U.S. Department of Treasury, Washington, the Airport and Airway Trust Fund grew by \$60 million in May of 1978, rising from \$3.63 billion in April to \$3.69 in May.

Perhaps, the Administration along with the Office of Management and Budget (OMB) and DOT will yield to pressure and stop opposing more liberal funding of the Airport Development Aid Program out of the fund.

Historically, OMB has maintained that to allot more monies to ADAP was inflationary. OMB also contended that FAA did not need more money, as they seemed to always have trouble getting the money under grant until just before the end of the fiscal year.

This log jam was apparently broken when the National Association of State Aviation Officials met with the proper people of the OMB, FAA, DOT and resolved what was a misunderstanding and operational difference between the agencies. Recently, Robert Aaronson, Associate Administrator for airport programs, talking about non-air carrier airports, said, "Everyone seems to be saying the same thing". What he was referring to was the need for more financial assistance and he continued on that FAA would listen to user groups. An ADAP task force, which has been studying and gathering user comments on the programs, will soon be drafting proposed legislation. The proposal, after study by DOT Secretary Brock Adams and final recommendations and review by DOT, OMB and Carter, will show up on the legislative calendar next spring.

FOR SALE: 1978 Cessna 152; 2-1978 Cessna 172's; 1976 Cessna XP; 1972 Piper Arrow, 200 hp; 1978 Piper Arrow 200 hp; 1978 Cessna 182 RG; 1974 Cessna 206U; 1978 Piper PA-18 Super Cub; 1976 Piper Navajo, full ice; 1968 Piper Navajo full ice; 1974 Piper PA-18-150; 1977 Grumman 450 Ag Cat; 1978 Grumman 450 Ag Cat; 1979 Piper Archer; 1970 Piper Navajo pressurized; 1977 Piper Lance 350 hp. Contact Jamestown Aviation, Inc., Jamestown, N.D. Tel: 701-252-2150

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WANTED: Flight Instructor to take over Flight Training Department.
Contact: Jack Daniels, Servair Accessories, Inc., Williston, N.D. 58801
or call 701-572-3773

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FOR SALE: Piper J-3 Cub, Cont. 90, 50 Hrs. SMOH, new tires, prop,
excellent condition. Contact Lee O. Gensrich, Hatton, N.D. 701-543-3070

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FOR SALE: 1975 Skyhawk II with all instruments except DME, 175 TT, annual-
ed in May and all instruments checked. Contact Harold Michelson, 628 E.
Capitol Ave., Bismarck, N.D. Tel: 701-255-2770

WANTED TO BUY: Skyhawk 67 to 73 model. Contact Vern Whitten, Box 2324,

Fargo, N.D. 58102 or call 701-293-1795

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FOR SALE: 1970 and 1975 Mooney Executive, 1977 Grumman Tiger. Contact
Pietsch Flying Service Inc., Minot International Airport, Minot, N.D. 58701

or call 701-852-4092

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FOR SALE: 1978 Seneca II, 200 TT, Collins microline, DME, Autopilot, ADF
Transponder; 1977 Sundowner C-23, Holiday package; 1977 Sierra C-24R,

NORTH DAKOTA AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA 58505

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

Professional package; 1976 Skywagon, C-185, 240 TT; 1960 Cessna Skylane
182, 3200TT, 1,000 Engine, 200 Prop. Contact Executive Air Taxi Corp.,
Box 2273, Bismarck, N.D. 58501 or call 701-258-5024

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FOR SALE: 1975 Cessna 172; 1976 Cessna 172; 1977 Cessna Hawk 100; 1977
Cessna Hawk XP; brand new 1978 Cessna 172. All clean, well maintained.
All purchased directly from factory and are one owner aircraft.
1977 Cessna 150; 1978 Cessna 152, low time. Call 701-223-0260 or write
P.O. Box 1471, Capital Aviation Corp., Bismarck, N.D. 58501

FOR SALE: 1977 Cessna 150, TT A/E 525; 1978 Cessna 152 TT A/E 360; 1978
Cessna 152 TT A/E 160; 1978 Cessna 172 II 250 TT; 1977 Cessna 172 XPII,
870 TT; 1978 Cessna 182 RG, 300 TT; 1975 Cessna 210, 1400 TT; 1977 Cessna
210, 860 TT; New 1978 Centurian II. Contact OK Aviation, Bismarck at
701-258-5610.

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FOR SALE: VHF-FM two-way Radio System, 2 base units, 11 mobiles, 1 portable,
and all antennas. All in excellent condition. Complete communica-
tions system for less than $\frac{1}{2}$ price. Schroeder Aviation, Davenport, N.D.
58021 or call 701-428-3126

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