

AVIATION

NEWSLETTER

Vernon H. Baltzer, Editor
STATE OF NORTH DAKOTA

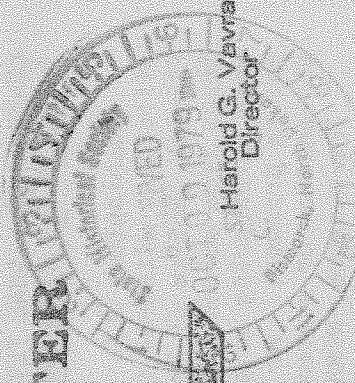
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AERONAUTICS COMMISSION PROJECT TO SUPPLY SURPLUS TRAILER HOMES 55' X 10' FOR MINI TERMINALS FOR GENERAL AVIATION AIRPORTS

With the initial securing of 6 Mobile trailer homes for general aviation airport mini terminals throughout the state and more expected, North Dakota airports should soon have what has been sorely lacking for the traveling air public. These units secured from the Grand Forks Air Force Base are in good condition, having been used as airman housing and maintained by the base civil engineers. Units have furnaces, refrigerators, stoves and complete bathrooms and all them functional. The wheels and tires are on all the trailers, which are 10' wide X 55' long and have a 15' X 8' expando section that is carried inside of the main unit for transporting. A metal or wood skirting must be removed before transporting. The Aeronautics Commission feels that all airports that acquire these mobile homes, should plan on hooking up the bathrooms to both water and sewer, if at all possible. A small front door closet in the expando unit, would make a good telephone booth which the Aeronautics Commission also considers a must.

Airports scheduled for the first 6 trailers that have been approve and donated to are: Hillsboro; Park River; Pembina; Napoleon; New Town and Watford City.

Harvey, Lakota, Killdeer, Oakes, Mohall, Towner and Williston are scheduled for the next units. If any other airports are interested in a unit under the conditions mentioned, contact Vernon H. Baltzer, Assistant Director of the Aeronautics Commission.

As an after thought, it wouldn't be a bad idea if those VFR-IFR wall planning charts sent out to each municipal airport the past year, were put up in the trailer. Check around, as the past Chairman or Secretary of the Authority may have them.

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TENDER LOVING CARE FOR AIRPORT PAVEMENT

During our recent inspection of N.D. Airports under the FAA 5010 Airport Facilities Inspection Program, we discovered that a large number of airports had been without TLC for many a moon. Actually, it was appalling how some pavements had been neglected when a good program of progressive maintenance could have lessened the severity of base failure caused by cracks in the pavement section.

Even though the pavement was just laid down last year, cracks will result in that asphaltic pavements do not wear out, the "elements" by their destructive forces of sunlight and water, wrecks the pavement. The asphalt in a pavement section is really only a asphalt binder or in other words, asphalt cement.

The asphalt cement that holds and keys the material together is subject to the volatilization of the petroleum distillate used in the asphalt to make it workable. Weather, the environment and just pavement age caused the volatilization and as the volatils leave, stresses are created. These stresses, caused by the shrinking of the asphalt as the volatils leave, result in the cracks that soon appear, even on new pavement. The shrinking is more pronounced on airports as a rule, because of the absence of enough traffic to knead the pavement, to in effect relieve the stress and consequent shrinkage or at least keep it to a minimum.

Now that cracks have appeared, our only recourse is to seal the cracks by hand labor, and if need be, twice a year. Make sure crews take enough time to fill the crack completely. If no crack sealing is done or done poorly, water will enter and soak up the base material, making it soft and then it will not support the 2" or 3" of asphalt. Since it now is not supported, traffic will break off the edges of the asphalt that overhangs the soft plastic base and the cracks become 2" to 5" wide. This process is known as spalling and unfortunately, too many airports in N.D. have some of this and more is on the way, unless some TLC is applied in generous quantities.

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LATE FALL WEATHER CAN TRAP THE UNWARY VFR PILOT

As we go to press, the visibility outside is $\frac{1}{4}$ to $\frac{1}{2}$ mile and we all know if we actually think of it, fall weather here in North Dakota won't continue as the past CAVU month has. Shorter daylight hours, dropping temperatures (remember the temperature-dewpoint thing) plus more Wyoming lows, about one every 3 days, will affect our flying immensely. Make the transition from good late summer VFR weather flying to late fall weather flying safely and not become a statistic.

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CONTROLLED VISUAL FLIGHT AND PROPOSED 44 NEW TCA'S - NOTICE OF PROPOSED RULE MAKING
(NPRM 78-19) WITHDRAWN*

Washington, D.C. - September 7, 1979 --FAA Administrator Langhorne Bond today officially withdrew the controversial airspace proposal known as "Controlled Visual Flight" (Notice of Proposed Rule making 78-19). After receiving an avalanche of protests from across the nation, and in view of a crippling amendment members of Congress were threatening to attach to FAA's appropriations bill, Bond decided to withdraw the entire proposal. He has indicated he will be publishing in the Federal Register an explanation or statement of clarification on his move.

The measure, NPRM 78-19, would have lowered the floor of the positive control airspace from 18,000 feet to 10,000 feet over the Eastern United States and California, and to 12,500 feet over the remainder of the Continental United States; imposed a whole new set of flight rules known as "controlled visual flight" and added 44 new terminal control areas (TCAs).

Bond said "the withdrawal of the en route proposals does not change agency plans to propose new or revised terminal control areas." However, each new TCA will be handled on an individual basis, include local meetings and follow the complete rulemaking process. Out of the 44 sites proposed for new TCAs, six have been officially withdrawn. They are Des Moines, Iowa; El Paso, Texas; Jacksonville, Florida; Lihue, Hawaii; Salt Lake City, Utah and Tucson, Arizona. It has been recommended to Bond that any expansion of an existing TCA be handled in the same way.

Bond reserved the right to submit new "effective solutions to the en route collision threat", solutions which may include TCAs with climb/descent corridors. He announced the expansion of an ongoing study of the nation's airspace to include more "consultation with airspace users and direct public participation in the development of alternative measures for reducing the risk of midair collisions."

* - From National Air Transportation Association.

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FAA TESTS AUTOMATED TRAFFIC ADVISORY SYSTEM FOR AIRPORTS WITHOUT CONTROL TOWER SERVICE

The Federal Aviation Administration this month will begin a feasibility demonstration of an experimental system that uses a "talking computer" to advise pilots of traffic conditions at airports without control towers.

The Automated Terminal Service (ATS) system, to be demonstrated at Robert J. Miller Airport in Toms River, N.J., is designed to perform some of the functions of an operational control tower. FAA believes the system eventually could provide an alternative to control towers at some busy general aviation airport locations.

The ATS system uses a radar beacon system to track all aircraft in the area equipped with a transponder--a device that automatically provides aircraft identity and position to the ground station. This data then is processed by the ATS mini computer which assesses the total traffic situation and prepares pilot advisories. These messages are transmitted to pilots by a computer voice response system using a discrete VHF frequency assigned to the airport.

A pilot using the ATS at Toms River will "log-in" about 15 miles from the airport using procedures very similar to those for establishing normal contact with a control tower. He will set his transponder to a pre-determined code to initiate the log-in process.

After log-in, the ATS system will automatically assign a discrete transponder code to the aircraft, and will advise the pilot of the runway in use, airport weather conditions, and the number of other transponder-equipped airplanes in the area. Sequencing messages giving information on other aircraft will be transmitted automatically once the pilot is in the airport traffic pattern. Alertson potential conflicts with other aircraft will be automatically transmitted to the pilot via the discrete VHF frequency when detected by the computer.

FAA emphasized that the experimental ATS is strictly a pilot advisory system and in no way reduces the pilot's responsibility to see and avoid other aircraft. Rather, it is designed to increase the pilot's awareness of the traffic situation in and around his destination airport and to point out potential conflicts.

Pilots wishing to participate in the demonstration should contact FAA Washington headquarters for details on the operation of the system and a tentative schedule of its availability. The address is: FAA, Office of Systems Engineering Management, Advanced Concepts Staff, AEM-20, Washington, D.C. 20591. Telephone: 202/426-3679.

* - From US DOT NEWS.

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AIRPORTS, SUNFLOWERS, BLACKBIRDS AND AIRPLANES

With sunflowers becoming a good cash crop throughout the State, new problems are surfacing because sunflowers on airports and the myriads of blackbirds the sunflowers attract, don't mix with airplanes too well.

On four airports inspected this summer, an additional hazard was created in that the farmers in planting the sunflowers, encroached into the 200 ft. buffer or safety zone.

If sunflowers are to be planted, the managers should warn the farmers of the clear zones because as a rule the farmer has no realization of what he is doing. The danger of colliding with the blackbirds as they flock to feed in the fall, will be ever present on the approaches of airports that have sunflowers and pilots should try to come in high on such approaches.

ROLLA, N.D. AIRPORT DEDICATION AND FLY-IN BREAKFAST OCTOBER 14TH

According to John Leperd, Chairman of the dedication committee and members of the Rolla Flying Club, who are avid boosters of the airport invites any and all of you to join in their celebration of their new hardsurfaced 32-14 runway, October 14th.

The project was Economic Development Administration funded of \$196,000 with the Aeronautics Commission and the local Airport Authority buying the needed land. The total project cost was \$244,000. with the Aeronautics Commission contributing \$20,000 and the local Airport Authority \$28,000.

The Fly-in breakfast will be served from 9:00 a.m. to 1:00 p.m. with a short 50 minute formal dedication ceremony that will include remarks by Commission Chairman John Odegard; Director Harold G. Vavra and Cornelius Grant of EDA before the field is closed at 2:00 p.m. for the Air Show. The Air Show will feature another Commission member Al Pietsch of Minot and his son Kent, who now flies for Republic Airlines. Sky-diving and a display of antique cars will round out the program.

A rain date has been set as the 21st of October.
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AERONAUTICS COMMISSION COMPLETES 5010 ANNUAL AIRPORT INSPECTION OF 100 AIRPORTS UNDER CONTRACT WITH FAA.

Under the direction of Lee Taylor, the Aeronautics Commission's planner & draftsman, 100 airports consisting of municipal and some private airports were inspected. The inspections are made annually by FAA to verify existing facilities, check obstructions and to note any changes that have been made since the proceeding year. Private airports, if restricted by the familiar "R", are not considered open to the public. In the event runways have been added or changed, a drawing must be prepared as well as for new airport.

As a side benefit for the Aeronautics Commission, it gave the Commission a chance to inspect the condition of the asphalt pavement of the runways, taxiways and ramp of the 48 airports throughout the state that have asphalt pavement. The foregoing figure does not include the 7 air carrier airports. The deplorable condition of many of the runways has prompted another article on maintenance and care in this issue of the Newsletter.

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E.I. (TOM) BOWEN PERHAPS THE OLDEST ACTIVE PILOT IN STATE

Tom Bowen of Bismarck, formerly a pilot for the N.D. Highway Department Aerial Photo planes, is still active, just for fun as a glider pilot and as the tug aircraft pilot at the age of 76.

He passed his 2nd class physical this month and belies his age by showing-up quite a few younger members of the Prairie Buzzards Gliding Club of Bismarck by his spryness. Tom will not say when he started flying except to say he got his private in 1938 and has approximate 13,000 hours. Later on he picked up his commercial and instructors rating and topped it off with his glider commercial and qualified tug pilot rating at the age of 72 in 1975.

Tom was born at Mohall, N.D. and worked for the N.D. Highway Department for 36 years before retiring in 1969. In his work, Tom was the pilot on many first state-wide game census, such as deer with Roy Bock, antelope with Russ Stuart, grouse with Bill Miller, ducks with Don Voatman, Beaver with Brent Hjelle, also first highline patrol with Walt Riecke of Montana Dakota Utilities.

He was one of the original partners in Capital Aviation of Bismarck when it was founded in 1946 and was a partner up until 1972 when he sold out. He and his wife Jessie, raised a family of 4 and now enjoy the little leisure left between various trips since his retirement. In fact, Tom said he was so busy he would have to hire help to complete all the projects had had scheduled.

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GARRISON - NOTICE TO PUBLIC:

The old airport southeast of the City of Garrison has been officially closed and the new facility ½ mile west of the city, which is now officially open, should be used. The new airport has a 13-31 asphalt runway of 60' X 3050' with a ramp of 150' X 300'. A terminal building with city sewer and water has also been constructed, runway lights will be installed within the month. The airport also has a 3-21 NE-SW turf landing area of 120' X 2600'.

This airport was also funded with EDA funds as was Rolla, N.D. It and the accompanying 55 acre Industrial Park cost \$504,000 excluding the cost of the land which was purchased by a grant of \$20,000 from the N.D. Aeronautics Commission and approximately \$35,000 local funds.

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MILITARY TRAINING ROUTES CHANGE OFTEN

Larry Munson of the Dickinson Flight Service Station points out that military training routes change so often that it is practically impossible to alert area pilots by letters, etc. He suggests that pilots check with their FSS at least to find out if the routes are actively operating during the hours the pilot may be in the vicinity of one of their routes. After all is said, a collision with a B-52 will undoubtedly ruin your whole day.

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WANTED -- FBO AT GARRISON, N.D.

To start a Fixed Base Operation on a newly built airport at Garrison, N.D. a FBO is needed. Airport just completed this fall consists of a 60' X 3050' asphalt (13-3) runway and a turf 2900' X 120' (3-21). The ramp is 150' X 300 asphalt, and has a beautiful 24 X 40 terminal building complete with city water and sewer.

An Industrial Air Park area of 55 acres, consisting of 43 lots that has both sewer and water plus paved roads, was constructed at the same time adjacent to and is a part of the complex.

100 feet of the ramp has been reserved for a FBO building. Surrounding farming area, both east and west, can be developed as potential aerial application customers.

Contact Leo Cunningham, Chairman, Garrison Airport Authority, Garrison, N.D. 58540 or call 701-463-2236.

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ELTON LEE BARNUM WELL KNOWN FLIGHT INSTRUCTOR DIES

Aviation people were deeply saddened over the recent death of Lee Barnum. He died unexpectedly of a heart attack in his office at the University of N.D. Aviation Department on July 30th.

Barnum, 61, was instrumental in establishing the Department of Aviation at UND, joining the staff in 1969. In 1973, competing with seven district winners from six states, he was named Flight Instructor of the Year for the Rocky Mountain Region, and after serving as the UND Flying Club advisor for five years, he was named an honorary member of the club. Also active in Alpha Eta Rho, national aviation fraternity, he served as the organization's local advisor.

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FALL ENROLLMENT HIGH AT UND DEPARTMENT OF AVIATION*

The 1979 school year begins with an all-time record enrollment for the aviation department. There are approximately 900 students enrolled in aviation courses, with 650 aviation majors. The number of new students has reached approximately 300 and freshman enrollment stands at 250.

NEWLY ACQUIRED AIRCRAFT: The Department has recently leased seven additional Skyhawks, two 152's, a Beech Duchess, one Piper Cheyenne and a Gates Lear Jet. By September '79, the total number of operating aircraft, including simulators, will be fifty-six. Plans also are underway to provide the department with a new, fully-electronic ground trainer simulator. * - From Takeoff, UND Aviation Newsletter.

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FRONTIER SETS AUGUST TRAFFIC RECORD

Denver (Sept. 7)--Frontier Airlines flew 300,520,000 revenue passenger miles (one passenger carried one mile) in August, a 27.2 percent increase over the same month in 1978, marking the airline's 50th consecutive month of record year-to-year traffic advances. Frontier recorded 455,707,000 available seat miles (one seat available one mile) in August, 1979, an increase of 33.7 percent from the like period last year. Frontier's load factor (the percentage of seats filled) was 65.9 percent in August versus 69.3 percent in the same month in 1978.

Affecting the results in August last year was additional traffic from the strike against Northwest Airlines. Traffic figures for August 1979 also reflect Frontier's operation with conversion of its entire fleet of Boeing 737s from 97 to 106 seats completed.

SEAT MILE COST FOR FUEL: The Boeing 747 jetliner produces forty seat miles per gallon on fuel burned. An automobile carrying four passengers and getting ten miles per gallon would equal that mileage. However, the automobile wouldn't run on JP fuel and speed favors the 747 by a factor of 20 to one, and safety favors the aircraft by a factor of about the same magnitude.

FUEL EFFICIENCY: The Airlines are now getting about 40 per cent more production out of a gallon of fuel than in 1973, in terms of both passengers transported and passenger miles produced per unit of fuel consumed. The airlines used about 50 million fewer gallons of fuel in 1978 than in 1973, while carrying 78 million MORE passengers and more cargo". (Paul R. Igantius, President, Air Transport Association)

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ATTENTION PILOTS:

Check and see if you have renewed your State airman's license. The license expired June 30, 1979. Applications were mailed in June of this year and as of this date, several hundred pilots have not renewed.

Please check your license and send in for yours today. All pilots who do not renew, will automatically be dropped from the N.D. Aviation Newsletter mailing list. If you have lost your application, you may pick up a form at any Fixed Base Operation or call our office. The licenses are valid for two years, starting July 1, 1979 to June 30, 1981.

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FOR SALE: 1974 Aztec 2500TT, 700 Ramac, Don Fretty, Box 631, Grand Forks, N.D. 58201 or call 701-772-7895

FOR SALE: 1959 Cessna, 15 SMOH, Mark 12A, needs new trim paint, new interior. Call 701-786-2360, Gene C. Grindeland, Box 49, Mayville, N.D. 58257

FUEL CONSERVATION - AVCO LYCOMING "FLYER"

In the article titled, "Leaning Avco Lycoming Engines," we pointed out that there are certain basic leaning benefits which apply to all piston engines in General Aviation despite their variations. These prove that proper leaning at cruise power is both practical and economical as follows:

1. Conservation of fuel by proper leaning means lower cost of operation.
2. Rich running engines are rough--proper leaning at cruise makes them smooth, which protects engine accessories and engine mounts from vibration and possible failure.
3. An engine properly leaned from full rich mixture is a more efficient power-plant. Good leaning technique can result in a slight increase in air speed during cross-country.
4. Leaning at cruise extends the range of the aircraft-- a safety factor.
5. Proper leaning during cruise and descents means less spark plug fouling, longer life for plugs, and reduced maintenance cost.
6. Correct leaning at cruise power means cleaner combustion chambers and less possibility of preignition from undesirable combustion chamber deposits.
7. Leaning helps achieve the normal desirable engine temperatures necessary to boil water and acids out of the engine oil.
8. A lower cruise power, properly leaned, saves fuel and extends range and only increases enroute flight time a few minutes.

In previous issues of our Avco Lycoming Flyer, we also emphasized leaning at any altitude at the manufacturer's recommended cruise power. We went on to explain how proper leaning saves dollars and aids safe flight. Three varied General Aviation aircraft flown at 75% cruise power at 4,000 feet at full rich vs. leaned to peak EGT produced the following results: 300 HP PIPER CHEROKEE. Full Rich 19 gals. per hour Leaned 15.6 gals per hour, Savings 3.4 gals. per hour. 250 HP PIPER AZTEC - Full rich 16.2 gals per hour., leaned 13.6 gals per hour, Savings 2.6 gals per hour. 180 HP CESSNA CARDINAL - Full rich 11.9 gals per hour, Leaned 9.7 gals. per hour, savings 2.2 gals. per hour.

Multiply the gallons of fuel saved by leaning any one of the above models, for the hours flown annually, times the cost of gasoline per gallon and compute the savings per year.

In another approach to saving fuel, consider reduced cruise power. As an example in a 1977 Cessna Model 172N, reduce cruise power from 75% to 65% at 4,000 ft., using the recommended lean mixture. The reduced cruise power increases range about 40 nautical miles and decreases airspeed 7 knots TAS; thus an 8% increase in range can be obtained with a 6% decrease in airspeed, while only increasing total flight time by 1%.

These examples show the potential for saving a considerable amount of fuel. To emphasize the point, there are 151,200 single engine aircraft flying in General Aviation. If every one utilized recommended leaning techniques and were able to save one gallon of fuel per hour, multiplied by an average flight time of 125 hours per year, the savings in fuel would be approximately 20 million gallons of aviation gasoline per year from single engine aircraft alone.

As the engine and airplane manufacturers continue to work together to improve the efficiency of their products, so pilots and mechanics must accept their share of responsibility in coping with the energy situation. Flight instructors must teach leaning and also check it on the Biennial Flight Review. Pilots should attend the FAA Pilot Clinics where helpful information on fuel management is presented. Mechanics should be alert to energy saving aspects of maintenance.

There must be a sensible balance of safety of flight and conservation of energy in General Aviation. Both will require constant training and education of those involved. Avco Lycoming has practiced this philosophy in past years, and will continue it in the future.

GENERAL AVIATION EFFICIENCY: Two tablespoons of fuel. That is general aviation's share of each gallon of fuel consumed by all forms of transportation in the U.S.

General Aviation, which contributes \$10 billion to the Gross National Product and provides employment for more than 250,000 has pledged to meet or exceed a voluntary goal of 25 percent in energy efficiency by 1980--far beyond the government-mandated goal of 16 percent for the entire transportation industry.

AVOID SUDDEN COOLING OF YOUR ENGINE

Pilots must avoid fast letdowns with little or no power and rich mixtures which causes sudden cooling and a number of engine problems. The Avco Lycoming Flyer has published a number of articles over the years, recommending good operating techniques to prevent sudden cooling of the engines.

Investigation of bent pushrods in our engines reveals that sudden cooling during operation can cause this problem. Engineering was able to produce like conditions that result in the exhaust valves sticking, which in turn causes bent pushrods.

Spark plug fouling is another of the problems brought on by sudden cooling during operation which we have written about in past issues. In order to avoid plug fouling, we have recommended during descents maintaining the mixture at the leaned cruise condition with a gradual richening of the mixture carrying some power, and at a sensible air-speed in order to maintain the most efficient engine temperatures possible.

AVOID SUDDEN COOLING OF YOUR ENGINE - continued

In another related article from the Flyer, we noted that Air Traffic Control had advised pilots to expedite their descent in some instances, which resulted in sudden cooling and engine problems. Aircraft used to tow gliders or drop parachutists have also been vulnerable to the effects of sudden cooling after their drops and the descent to the airport. Investigation of a number of these engines at the factory revealed broken piston rings, cracked cylinders at the spark plug and valve ports, and warped exhaust valves due to sudden cooling.

Recommended pilot technique to prevent engine problems of this type suggests maintaining at least 15 inches MP (or higher with pressurized aircraft) and setting the RPM at the lowest power chart cruise position which will prevent piston ring flutter. Letdown speed should not exceed high cruise speed or approximately 1000 feet per minute rate of descent. During close-in letdowns, the aircraft can be "dirtied" by dropping the gear, or some flaps, or both. This technique will prevent high airspeed and sudden cooling, and yet provide a good rate of descent. Any technique that prevents sudden cooling during descent will be helpful.

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PROPELLERS

The propeller is probably one of the most overlooked and least understood parts of an airplane. Most of us take it for granted; it's there, it does its job, and never seems to cause us any problems. Lately, however, we are beginning to realize that propellers can, and do, fail---sometimes catastrophically. As pilots and operators, there is something we can do to reverse this trend. First and foremost is the preflight. How many times have you seen someone preflight an airplane and when they get to the prop they give it a little tug then move on. We should take time to check for nicks, dents, scratches, cracks, and other indications of damage or abuse. If there is any damage, have a qualified mechanic look at it before you fly.

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CFL AND MECHANIC AWARD WINNERS:

The North Dakota industry awards selection committee met during August and reviewed the nominations received for the above mentioned award programs. Selected as winner of the 1979 North Dakota Flight Instructor of the Year Award Program was Steve Edner of Fargo, North Dakota. The North Dakota Mechanic of the Year Award winner was Larry Buller of Mandan. These two nominations have been entered in the Regional Competition.

Congratulations are offered to these two professionals and every success in the Regional and National competition.

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FRED CLARK NEW FARGO GADO TEAM MEMBER

Fred Clark a former Air Traffic Control Specialist from the Grand Forks Flight Service Station joined the Fargo GADO in August of this year and is assigned to the operations section. Fred, who was born in Brigham City, Utah and admits to growing up in too many places to remember, later joined the army and was a fixed wing pilot in Texas and Vietnam. After his army service, he attended college in Texas, then joined FAA. Somewhere in between points of his active life, he found time to marry the former Linda Cordova of Tucumcari, New Mexico. They and their 4 children are presently living in Thompson, N.D. and Fred is commuting, but will be moving to Fargo as soon as a suitable house can be found.

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NORTH DAKOTA AERONAUTICAL CHARTS AVAILABLE

Anyone wishing additional State Aeronautical Charts should contact the Aeronautics Commission and they will be furnished at no charge. If you did not receive a chart, it more than likely was that you have moved and left no forwarding address. The Aeronautics Commission went to great lengths and expense in the mailing of the charts and for address corrections and forwarding or return to the Commission of both the chart and corrected address. The cost of this alone amounted to 65¢ each for every chart returned with a correction and in many cases, no forwarding address at all.

As noted on the chart, any errors should be brought to the Aeronautics Commission's attention and errors were made of course. The most glaring error and it could be deadly, is in the list of commercial broadcast stations. The listing was included to allow pilots to use their ADF's in order to home in to various cities. In this case, at Williston, do not use I480 KGCC as the transmitter is not at Williston, it is at Sidney, Montana.

A recent accident this past summer in the Allegheny Mountains resulted from a commercial station moving, the transmitter site and a pilot who was unaware of this, crashed while using the station in marginal weather.

Other changes on the N.D. Aeronautical Chart: Fargo - ATIS has been changed to 124.5, approach to 127.7; Grand Forks: they now have ATIS on 119.4 operation not continuous; Wahpeton NDB-233 on the air but has no monitor as yet.

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PINEY-PINECREEK BORDER AIRPORT OF MINNESOTA CLAIM VALID - ONLY BINATIONAL AIRPORT IN WORLD", WE AND THEY THINK.

Some pilots in North Dakota took exception to the claim that Piney-Pinecreek Border Airport was the only Binational airport in the world, pointing out that Border Airport north of Noonan, N.D. had 90' of the east-west runway on the Canadian side and 33 feet on the south side.

After some letters exchanged hands, the Minnesota Aeronautics Commission answered Bob Nelson of the State Game and Fish Thursday,

Dear Mr. Nelson: Mr. Sherm Booen referred your letter concerning Piney-Pinecreek Border Airport and their claim to the title "The Only Binational Airport in the World", to me for response. We are pleased to have this opportunity to discuss the basis for their claim with you.

The basis for their claim is that the Piney-Pinecreek Border Airport is operated by a joint international commission. The airport is not controlled by the Canadian or the United States Governments, but by the Piney Pinecreek Border Airport Commission. The Commission is composed of three Canadian and three United States members with the Chairmanship alternating annually between Canada and the United States.

Public funds from both the United States and Canada were used to acquire, plan, construct and are used to maintain and operate the airport. Although the runway does transect the international United States-Canadian border that is not the prime basis for Piney-Pinecreek Border Airport's claim to being the "Only Binational Airport in the World." The Piney-Pinecreek Border Airport Commission did some research on the matter and they could not find any other airport in the world operated by a joint international airport commission as Piney-Pinecreek Border Airport is. We contacted Mr. Harold Vavra, Director, North Dakota Aeronautics Commission to ascertain how the Border International Airport, Noonan, North Dakota is operated. He indicated that North Dakota maintains and operates the airport and pays all expenses, and that there was no joint international commission charged with the responsibility of operating the airport at Noonan, N.D. Therefore, we believe Piney-Pinecreek Border Airport's claim to the title "The First Binational Airport in The World" to be valid.

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NEW FAR 91.30 ON EQUIPMENT LIST OFFICIAL NOVEMBER 1ST '79 ON TWIN ENGINE AIRCRAFT

With the issuance of 91.30 which was issued without benefit of NPRM, it appears that light twin engine aircraft owners will have problems come November 1, 1979.

After November 1st, if a pilot flies an aircraft that has any installed equipment or instrument inoperative, he would be illegal because his "airworthiness certificate" would be void, unless he has a approved minimum equipment list for that aircraft and none of that equipment is inoperative. It appears that if any of the equipment in-stalled on the aircraft, other than that specified on the minimum equipment list is inoperative, the aircraft would then still be illegal unless it had within it a letter of authorization issued by the local GADO, authorizing operation of the aircraft under the minimum equipment list. The MEL and the letter of authorization then consitutes a "Supplemental type certificate for the aircraft. Of interest to light twin owners is that a majority of light twins do not have MEL's which will have to be prepared. Perhaps the MEL and the LOA will preclude an owner of a light twin from having his insurance carrier doing, what happened in the following reprint from Air Tran News explained.

INSURANCE VOIDED: U.S. Court of Appeals recently ruled an insurance company did not have to pay off on the crash of a rented aircraft because (1) required equipment on board was not operative and (2) the aircraft manual was not aboard. These conditions under the insurance policy, were sufficient grounds to void the aircraft's airworthiness certificate.

The court further ruled that "a causal connection between the missing manual or the inoperative equipment and the loss of the aircraft need not be shown".

A \$95,000 airplane was lost on a flight on the Virgin Islands. There was substantial evidence presented that the fuel gauge and magnetic compass were not working. In addition, one generator was out, the fuel flow indicators were not functioning and the manual in the plane was not the approved manual. None of these facts were shown to have a causal relationship to the loss of the aircraft itself.

However, uncontested expert testimony state, if all required equipment is not in working order, the airworthiness certificate is suspended and doesn't regain full force and effect until the equipment is operating properly again.

On that basis, the court ruled "An aircraft insurance policy may validly condition liability coverage on compliance with a governmental regulation, and while noncompliance with such a regulation continues, the insurance is suspended as if it had never been in force. There need be no causal connection between the non-compliance and the loss or injury."

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FOR SALE: 1978 Citabria 7ECA, 100 TT, KX 145, green house roof, rear seat heater, wide rear seat; 1974 Pawnee 235, 800 TT. Contact Dakota Aviation, Grafton, N.D. 58237 or call 701-352-0271 or 352-0815 evenings.

FOR SALE: 1978 Cessna 172 Skyhawk II, 400 TT, Long range tanks, tinted windows, 385 A-720 channel radio, 300 ADF, 400 Marker beacon, & glide slope, 300 transponder. Call Don Schuster, Grafton, N.D. 701-352-0815 evenings only.

FOR SALE: 1976 Citabria 7GCBC - 150 HP; 1979 Cessna 152; 1978 Brave 375 HP; 1979 Tomahawk; 1979 Piper Aztec; 1978 RG Skylane; 1976 Cessna 182; 1970 Piper Navajo; 1967 Piper Cherokee 235; 1962 Piper Cherokee 180; 1978 Piper Lance. Contact Jamestown Aviation, Box 427, Jamestown, N.D. 58401 or call 701-252-2150
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FOR SALE: 1966 260B Comanche, 1920 TT, 990 STOP, 2-M-12, ADF, Glide Slope, clean. Walter Platzkow, Langdon, ND. 58249 or call 701-256-5982
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FOR SALE: 1948 Aeronca Champ, a real cherry. Mark Burke, RR 1, Bowman, 701-523-5504
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FOR SALE: 1974 Grumman Trainer, 1020 TT, RT563 Nav-Com, Strobe with King ADF, X-Ponder. Larry Ostby, Box 383, Dickinson, N.D. 58601.
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FOR SALE: 450 Ag Cat, 215 TT on complete rebuild, 240 transland glass tank, TE booms, 215 SMOH and Ag 100 prop. 64 gal and auto flagger. Lynn Larson, Fargo, 701-232-6676
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FOR SALE: 1966 Cessna 150F Commuter, 2056 TT, 350 SMOH, 300 Nav Com. Never damaged. Dallas Meidinger, Jamestown, N.D. at 701-252-7168
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WANTED: Lycoming R-680 225 or 300 HP engine and propeller. Charles Klessig, Galesburg, N.D. 58035.
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FOR SALE: Used set low intensity runway lights. 36 lights, cones, bulbs and approx. 5,000 ft. of used #12 wire has been buried but is useable. \$200.00, contact Rolla Airport Authority, Rolla, N.D. 58367 at 701-477-5145
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FOR SALE: 1966 Cessna 172G, 1400TT airframe & engine, Mark 12 & ADF.; PA-18-150 1954 Super Cub 700 hrs, SMOH airframe 2000 hrs.; 1968 Cessna 150 1400 TT, 50 since top overhaul. VOR, ADF. Contact J.B. Lindquist, Hettinger, N.D. at 701-567-2069
* * * * *

FOR SALE: 1977 Cessna 172 Skyhawk II 583 TT, new 79 paint scheme, 360 Nav-Com and transponder. Contact Curt Anderson, Fargo, N.D. 701-232-2737 or Owen Wass at 235-0274.
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FOR SALE OR TRADE: for glider 1 Cuby Kit less instruments, prop, engine and covering. EAA Chapter 265, Box 1474, Minot, N.D. 58701
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FOR SALE: 1973 Skylane 182P, 2075 TT, 171 OE, two 300 Com/Nav, one each 300 ADF transp. slide slope, 200 A Navomatic. Contact UND Flying Club Inc., Box 8113, University Station, Grand Forks, N.D. 58201 or call 701-775-9550 after 5:00 p.m.
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FOR SALE: 1973 Skylane 1250 TT, 440 Since topped, 180 on prop overhaul, May annual, MK 16 Escort 110 at 40 Xponder Narco DME 190, audio panel, heated pitot, VOA-50M Head. Wyndmere Flying Club at 701-274-8227
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FOR SALE: 1973 Cessna 150, 1725 TT, Annual Aug. 1979, 300 Nav/Comm, Full panel. Submit sealed bid plus certified or cashier's check for 5% of bid to "Civil Air Patrol, Inc.", Box 5495, Fargo, N.D. 58105. Bid opening will be at Wing Headquarters at 8 PM Oct. 17, 1979. CAP reserves the right to refuse any and all bids.