

AVIATION NEWSLETTER

Vernon H. Baltzer, Editor

STATE OF NORTH DAKOTA



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Telephone 701-224-2748

January-February, 1979



HAPPY NEW YEAR

NORTH DAKOTA AERONAUTICS COMMISSION MAKES AIRPORT AID GRANTS & ELECTS OFFICERS

The North Dakota Aeronautics Commission meeting in Bismarck approved state airport aid grants for eleven general aviation airports totaling \$29,700 for airport improvements and navigation beacons.

Airports receiving grants are: Hillsboro - \$4,770 for airport land purchase. Beach - \$3,250 for grading runway shoulders. Hettinger - \$2,400 for radio navigation beacon. Northwood - \$1,500 for runway pavement seal. New Town - \$1,500 for airport beacon monitor. Napoleon - \$1,500 for runway lights. Mohall - \$3,500 for radio navigation beacon. Parshall - \$4,000 for radio navigation beacon. Stanley - \$2,100 for airport apron expansion. Towner - \$1,200 for relocating turf runway. Watford City - \$4,000 for radio navigation beacon.

In an election of officers of the Aeronautics Commission, John D. Odegard, Grand Forks was elected Chairman replacing Alfred Pietsch of Minot; Nicholas Schuster, Fargo was named Vice Chairman and Ward Whitman, Robinson elected Secretary.

In other business, the Aeronautics Commission has paid airport grants totaling \$61,300 to six airports for paying part of the cost of improvements, according to Harold G. Vavra, Director.

The following airports received payments: Kenmare - \$20,000 for paving runway and taxiway; Dickinson - \$16,990 for paving runway and runway lights. Reeder - \$13,500 for paving runway; Hillsboro - \$4,770 for airport land. New Rockford - \$3,650 for paving taxiway and lights; Hettinger - \$2,404 for navigational aid.

AIRPORT DEVELOPMENT AID PROGRAM (ADAP) IN FOR TOUGH GOING

The current ADAP law expires September 30, 1980 and while FAA had an original target date of introduction of the new proposals to Congress no later than the 14th of May of 1979, FAA now intends to present the proposal to Congress shortly after they convene in January.

The present legislation requires at least \$610 million to be spent in 1980, but the Office of Management and Budget (OMB) under Carter's Anti-inflation program, are looking for reductions of 10 to 25%, depending on the spokesman. FAA and OMB officials have been meeting to work out differences. Drafting of the actual language is in process and after the package clears in house, FAA and DOT (Department of Transportation), it will go to OMB and then the White House and then be sent to Congress. Possible changes being considered, indirectly caused by the San Diego Mid-air collision, is among others, the grouping of small hub, reliever and general aviation airports into one ADAP category so as to provide increased funding for general aviation and reliever airports. It appears that Congress is becoming aware of the importance of the need for improvement and expansion of reliever airports to reduce the congestion at major airline airports.

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LANGHORNE BOND RELEASES FAA'S 39-PAGE SAN DIEGO MIBAIR REPORT

In a press conference held on the 21st of December, FAA through Langhorne Bond, administrator, released its investigation of the 727 and 172 midair collision at San Diego September 25th. The report identified a number of ATC "discrepancies", among some were that the controllers supposedly did not follow established procedures in jet arrival at Lindbergh Field, also problems with coordination between the tower and Miramar approach. FAA's action to correct the problems will be to establish a terminal radar service, a TCA, an additional VOR in the San Diego area and to build one complete instrument landing system at a general aviation airport in the area for training purposes.

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TRANSCRIPT OF COCKPIT RECORDER FROM PSA 727 SAN DIEGO MIDAIR*

The following was taken from the cockpit voice recorder section of the ill-fated PSA 727, as it pertains to the midair collision with the 172 at San Diego September 25th.

Co-pilot: - Are we clear of that Cessna? Flight Engineer: Supposed to be. Pilot: I guess--Sound of laughter. Off-duty Pilot (aboard as passenger): I hope. Pilot: Oh, yeah, before we turned downwind I saw him about 1 o'clock. Probably behind us now. Co-pilot: (Landing gear down). Sound similar to Co-pilot: One under each pict. Whoon!

gear extension: Co-Pilot: There's one underneath. Pilot: Who? Co-pilot: Aghhh! Sound of impact. Off Duty Pilot: Oh---! Pilot: Easy baby, easy baby-- Unidentified Voice: Yeah. Pilot: What have we got here? Co-pilot: It's bad. Pilot: Huh? Co-pilot: We're hit man, we are hit!

Pilot (to control tower) Tower, we're going down: this is PSA. OK, we'll call the equipment for you. Unidentified Voice: Who! Pilot (to tower): This is it, baby! (to crew): Brace yourself. Unidentified Voice: Hey baby--- Unidentified Voice: Ma, I love ya.

Sound on cockpit recorder ceases, electrical power to recorder stops.
The crash took 144 lives aboard the planes and on the ground.
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Langhorne Bond, FAA Administrator, on December 21st said that his agency would increase TCA's (Terminal Control Areas) by a large number. Detailed announcements are to be made the last week in December. There are presently

21 Group I and Group II TCA's in the U.S. The move is being made in an attempt to improve air traffic safety and reduce the risk of midair collisions around "primarily air carrier airports".

Bond, earlier this year, did say that his agency had been planning a major expansion of positive controlled airspace and new equipment requirements for general aviation aircraft. To be released are the announcements of decisions already made, plus notices of proposed rule making (NPRM's).

and some advanced notices of proposed rule making (ANPRM's) to be published to solicit public comment. Grapevine has it, that lowering of the continental positive control areas from the present 18,000 ft. to 12,500 ft. and raise the ceiling of TCA's to 12,500 ft. will be some of the proposals, as

well as broadening the requirements of beacon transponders and altitude encoders.

(NDAA) has announced that January 18th through the 20th will be the annual convention dates and the place as the Kirkwood Motor Inn, Bismarck. Woods said that registration will begin at 11:00 a.m. on the 18th and continue until 1:00 p.m. when the convention will officially open.

banquet is to be held the evening of the 19th, which is Friday. Of special interest to aerial applicators, according to Wood, will be a safety program which features a presentation on "crashworthiness of agricultural aircraft" by Jim Simpson, an FAA crashworthiness expert, based at the Civil Aeromedical Institute (CAMI), Oklahoma City. Wood said that Simpson has specialized in ag aircraft for many years and speaks in hard facts.

Non-NDAA members are welcome and encouraged to attend this presentation at 10:00 a.m. January 19th. The convention will conclude on Saturday, the 20th with a business meet-

A mailer was sent out the last week of December and the complete program will be sent out early in January according to Wood. He further stressed the importance of securing room registrations as soon as possible. When phoning the Kirkwood Motor Inn, be sure and state that you are attending the NDAA convention.

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FLIGHT INSTRUCTOR RENEWAL

The FAA has started a new procedure of designating Flight Instructor Examiners for the renewal and reinstatement of flight instructor certificates. They currently have designated three flight instructor examiners in North Dakota.

Name	City	Telephone Number
Lyle Hilden	Bismarck, N.D.	258-5610
George Hammond	Grand Forks, N.D.	777-2777
Steve Edner	Fargo, N.D.	237-0123

If you wish to renew or reinstate your flight instructor certificate with an examiner, it can only be done by a practical test and reinstatements require a complex aircraft to be used. The previous provisions for renewal and reinstatement still exist. We hope this will provide additional service to the aviation public.

"OPERATION RAIN CHECK"

During the last week of February, Minneapolis Air Route Traffic Control Center personnel will be conducting a course throughout North Dakota in the principles of Air Traffic Control entitled "Operation Rain Check".

Rain Check is offered to all pilots, but is designed to accommodate general aviation pilots who have or are about to obtain their instrument ratings. It is intended to make the people, equipment, procedures and responsibilities of the Federal Aviation Administration better known to the users of the system, thereby generating confidence in the system and overcoming any reluctance to use it.

Discussions will be held on the Nation's Airspace, Radar Services, Navigation Aids, Flight Plan Processing, Military Routes and Areas, plus the many facets of Air Traffic Control. This mini-course in the principles of Air Traffic Control is one step toward helping make the airways a safer place to operate for all pilots.

Each program will start at 7:00 p.m. and conclude at approximately 10:30 p.m. "Operation Rain Check" is sponsored by the INSURANCE COMPANY OF NORTH AMERICAN (INA). Program hosts are Tri-College Flying Club, NDSU; "Delta" Chapter of Alpha Eta Rho, UND; North Dakota Aeronautics Commission; EAA Chapter at Minot, and North Dakota 99's.

FAA GOLDEN SENTINEL AND SAFETY SEMINAR SCHEDULE

If you are an instrument rated pilot, thinking about getting an instrument rating, or just interested in becoming more knowledgeable of the "system", make plans to attend "Operation Rain Check" (for a Rain Check on life).

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Date	Location	Facility
February 26, 1979	Fargo, N.D.	Stevens Hall Auditorium, NDSU
February 27, 1979	Grand Forks, N.D.	Student Union Lecture Bowl, UND
February 28, 1979	Minot, N.D.	(TBA)
March 1, 1979	Bismarck, N.D.	Dakota Room Student Union, BJC

If you are an instrument rated pilot, thinking about getting an instrument rating, or just interested in becoming more knowledgeable of the "system", make plans to attend "Operation Rain Check" (for a Rain Check on life).

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Date	Time	Location	Facility
January 23, 1979	7:30 p.m.	Hettinger, N.D.	Airport Terminal
January 24, 1979	7:30 p.m.	Dickinson, N.D.	Crown Room, 1st National Bank
January 25, 1979	7:30 p.m.	Williston, N.D.	Hospitality Room, MDU (Montana-Dakota Utilities)
February 12, 1979	7:00 p.m.	Fargo, N.D.	Stevens Hall Auditorium, NDSU
February 13, 1979	7:00 p.m.	Grand Forks, N.D.	Student Union Ballroom, UND
February 26 - March 1	"Operation Rain Check"		(See related article above)
April 2, 1979	7:00 p.m.	Jamestown, N.D.	Ramada Inn
April 3, 1979	7:00 p.m.	Bismarck, N.D.	Student Union, BJC
April 4, 1979	7:00 p.m.	Minot, N.D.	(TBA)
April 5, 1979	7:00 p.m.	Devils Lake, N.D.	Mayer Hotel

Topics covered during these seminars will include 100 Hour/Annual aircraft inspection; Weather and In-Flight Visibility; EFAS; Aeromedical Aspect of Flying; Stall/Spin Accident Factors; Illusions and Vertigo, and other pertinent accident prevention information.

Mark the appropriate dates on your social calendar and plan to attend these area safety seminars so you can be "in the know" about flying safety.

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CANADA DROPS EXCISE TAX ON IMPORTED AIRCRAFT

In mid November, the Canadian government eliminated the 10% excise tax on aircraft and reduced the federal sales tax from 12% down to 9%. Provincial taxes that range from 0 to 8% remain in effect however. Another added tax break was the extension of the 7% investment tax credit to cover investment in "rail, air, water and long haul road transportation equipment". Of interest is that the Canadian government imposed the 10% excise tax in 1974 to "penalize inefficient users of energy", which was later changed to "non-essential" users of energy, after it was shown that aircraft are efficient users of fuel. Negotiations are presently underway in Geneva under GATT "General Agreement on Tariffs and Trade", to eliminate all trade barriers, including the 5% import duty levied on aircraft by the U.S.

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WINTERIZING YOUR AIRPLANE*

The cold weather is here and will be with us for quite a spell, so there is then the necessity to prepare your aircraft for cold weather operations if you have not already done so. "Winterizing kits" exist for most aircraft. Cold weather operations primarily effect the powerplant. The ambient temperature of the air in winter is often too cold for proper engine cooling. The frequent result is excess cooling, usually of the forward cylinders. Another problem area is the excessive cooling of engine oil. At very cold temperatures, engine oil can congeal and resist proper flow. Full engine oil flow is obviously essential.

There are many types of winterizing kit formats. Some utilize "jackets" that cover the oil reservoir and/or induction lines. Many incorporate clips-on baffels that cover an additional portion of the forward cylinders reducing the amount of cold air passing those cylinders. Others involve the partial covering of the oil cooler. You can be certain however that there is a preferred, recommended, or specific winterizing kit or format for your specific airplane. If you elect to winterize your airplane, do it in accordance with manufacturer approved methods, and with the help of an A&P.

Another essential engine consideration is the use of the correct grade oil. Even if your plane is not due for an oil change as per engine hours, change it if necessary to the proper grade as per outside operating temperatures. Aircraft engines characteristically call for oils of lesser viscosity when operated in cold weather. Once again, follow the manufacturers guidelines.

The airframe also presents some winterizing options. A good waxing of the airframe will reduce the tendency of ice to cling to its surfaces. It will cling, but it is frequently easier to remove. The payoff is more professional operations, peace of mind, and maybe a better TBO.

* - From Flight Log, New Jersey DOT

MAYVILLE: Mike Hohl, a Mayville native has recently purchased the interests of Dewey Olson and will become the FBO at Mayville. Olson will remain in the position of Chief Pilot with the new firm, which will be named Mayport Aviation, Inc. according to Mike Hohl. Hohl who holds a commercial with ATP, CFI and Instrument rating, also is a ground instructor and is Lear rated, spent 5 years as an Air Force Pilot and was an instructor in the Northrup T-38. After his discharge in 1972, shortly thereafter he received his ATP and Lear rating. Hohl then worked 2 years as an engineer for the Veterans Administration, following that he was a Civil Engineer at the Grand Forks Air Force Base and more recently, has been farming with his father 5 miles south of Mayville. Cindy, his wife, is from Leeds, N.D. and they have two children, a boy age 7 and a girl age 4.

NTSB DECLINES TO INVESTIGATE WRECKAGE FOUND IN 1977 OF 23-YEAR OLD ACCIDENT

Not only did the National Transportation Safety Board decline to investigate a wreckage found in Oregon in 1977, 23 years after it happened, due to the fact that all general aviation accident records preceding 1964, were destroyed, they just plainly did not consider it an accident.

On May 24, 1954 N-3580H, an Ercoupe, operated by Mr. James Frank departed the North Bend Airport on a flight from North Bend, Oregon to Portland, Oregon. This flight was to be Mr. Frank's first solo cross-country. He was a student pilot with approximately 25 hours of flight time. After his departure on what was reported to be an overcast and rainy day, N-3580H was never heard from again.

On March 22, 1977, the Coos County Sheriff's Department located N-3580H approximately 15 miles northeast on the North Bend 020° radial, North Bend, Oregon. This report issued 22 years 11 months after the occurrence is issued as a matter of information to close the case of missing aircraft file on N-3580H.

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N.D. PROFESSIONAL AVIATION MECHANICS ASSOCIATION TO SPONSOR MECHANIC OF THE YEAR AWARD

Frank Argenziano, President of the N.D. Professional Aviation Mechanics Association announced that his association would be sponsoring the 1979 N.D. Aviation Mechanic Award program.

Objective of the General Aviation Annual Mechanic Safety Award Program is to recognize the states general aviation mechanic making the most outstanding contribution to air safety through maintenance practices, Argenziano said. A valuable award will be presented to the winner in Bismarck at the fifth Annual N.D. Professional Aviation Maintenance Seminar to be held March 6, 7, 8, 1979 he said. Entry forms and instructions have been distributed through the State and can be found at various Fixed Base Operations. Entries should be submitted to the North Dakota Aviation Award Program c/o Frank Argenziano, 1411 South 20th St., Grand Forks, N.D. 58201 no later than January 15, 1979.

RETIRED AIR FORCE MAN JOINS RM-GADO #4

Robert Bebout, 45 pronounced Be-bow, has recently joined the Fargo GADO staff as an operations trainee having been from the U.S. Air Force in the Lawton Oklahoma area. He has moved his family to the Fargo area and is looking forward to meeting the aviation community here in the North. *

MINOT AFB FLYING SAFETY OFFICER VOICES CONCERN ON SEE AND AVOID CONCEPT (MIDAIR COLLISIONS)

Captain Alvin C. Hoekstra, a Flying Safety Officer of the 5th Bombardment Wing, Minot AFB, recently addressed a letter to the N.D. Newsletter looking for avenues to reach more civilian pilots. He also sent along a Mid-air Collision Prevention Bulletin, wherein great concern is voiced over the number of near misses reported between military and light civilian traffic, which in 1978 as in 1977, continued to rise at an increasing rate. He stated that SAC averaged about 1 near mid-air collision per week and that the trend is inevitably going to continue and with it the possibility of a mid-air collision. He suggested that the civilian pilot use the Stage Radar Services whenever available or to avoid Military Operation Area (MOA) as much as possible and if unable to do so, be alert, know the MOA's and low level high speed jet routes in your area of operation and use the see and avoid concept. (Note - special chart on back of this page).

Perhaps most of you pilots reading this Newsletter are familiar with the low level routes in North Dakota and exercise great caution as you should, but something new will be added soon. Note that a crossover point has been established between low level 1R402 and 1R403 about 40 statute miles west of Bismarck connecting the two training routes. This cross over or connection has a special reason in that next March, the 12th to the 16th, operation "Busy Razorback IX" will be conducted by the Fifteenth Air Force, which is their annual bombing, navigation and missile competition exercise. 27 individual B-52 aircraft from eight Air Force Bases per day will be using the routes and the connection at 15 minute intervals, starting at approximately 1400Z and continuing until 2345Z during daylight hours. Again, "see and avoid" and lets not become statistics, as in the San Diego Midair.

AERONAUTICS COMMISSION STRONGLY SUPPORTS STATE AIRPORT-AID BILL IN LEGISLATURE

The N.D. Aeronautics Commission strongly supports Senate Bill No. 2085 which has been pre-introduced in the 1979 Session of the N.D. State Legislature. The bill will provide \$2. million in state-aid to airports over the next two years.

Senate Bill #2085 will directly benefit 8 major regional airline airports and increase state-aid airport funds by 58% for general aviation airport projects, over the next two years, according to Harold G. Vavra, Director.

The Aeronautics Commission has found that the existing method of financing airports and needed expansion at the State's regional airline airports is totally inadequate and that additional state-aid funding is needed for general aviation airports throughout North Dakota.

The bill provides that the regional airline airports which board more than 20,000 passengers annually, including Bismarck, Fargo, Grand Forks and Minot would divide up between them \$850,000 per year for airport improvements. The small airline airports at Devils Lake, Jamestown and Williston would each receive \$50,000 per year for improvements. The bill provides that Dickinson would also receive \$50,000 per year when it receives Commuter airline service, approved by the State Aeronautics Commission.

General aviation airports would receive a 58% increase in state-aid grants for airport improvements under Senate Bill #2085, by releasing fuel tax monies, which are now allocated to airline airports for general aviation airport improvements, Vavra said.

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OUR NEW AERONAUTICS COMMISSION CHAIRMAN - JOHN D. ODEGARD

John D. Odegard, 37, is Professor and Chairman of the Department of Aviation in the College of Business and Public Administration at the University of North Dakota. He resides at 1002 Reeves Drive in Grand Forks.

Odegard attended elementary and high school in his birthplace of Minot, N.D. and continued his education at Minot State College and the University of Colorado. He received a B.S. in Business Administration in 1966 and an M.S. in Accounting in 1967 from the University of North Dakota. He has been a Certified Public Accountant since 1969. Odegard holds an Airline Transport Pilot certificate, both single and multi engine, with over 6,000 flight hours. He is a Certified Flight and Ground Instructor in airplanes, instrument, multi-engine and gliders and also is a FAA Commercial pilot airplane, glider and Seaplane examiner.

While pursuing his master's degree, he was a graduate teaching assistant in accounting and was appointed to the University of North Dakota faculty as an instructor in 1967. In 1968, he was promoted to assistant professor and was appointed Chairman of the Department of Aviation in 1969. He achieved the rank of associate professor in 1972 and was promoted to full professor in 1977.

Odegard was instrumental in initiating the University's degree programs in aviation and, subsequently, the development of the Department of Aviation itself. The four-year curriculums are designed to develop managers for all segments of the aviation industry. The Department's ATC curriculum gives the University of North Dakota the distinction of being the first four-year institution in the nation to train future air traffic control personnel. He also developed an institutional program to train weather modification pilots which was funded by the National Science Foundation. The department is presently deeply involved in weather modification research for the Bureau of Reclamation. Odegard is Principal Investigator of the department's research projects.

His activities have included three years as president of the UND Faculty Club, past president of the University Aviation Association, and two years as president of the UND Flying Club. He is a member of Alpha Eta Rho, Grand Forks Chamber of Commerce Aviation Committee, Civil Air Patrol, North Dakota Aviation Association, American Institute of Certified Public Accountants, American Society for Aerospace Education, North Dakota Society of CPA's, American Association of Airport Executives, and the National Association of Flight Instructors.

Odegard was named the 1973 recipient of the United Airlines William A. Wheatley Award for outstanding contributions to the field of aerospace education given by the University Aviation Association. In 1978, he received the B.C. Gamble Distinguished Service Award from the University Alumni Association for outstanding teaching and loyal service. In 1973 Governor Arthur A. Link appointed Odegard a five-year commissioner of the North Dakota Aeronautics Commission where he was elected Chairman in 1978. He also serves on the Governor's Air Transportation Advisory Committee. He is married and has two children, John, Jr., 11 and Stephanie, 10. His wife, Diane, is a graduate of Milwaukee Dower Women's College (Lawrence University), Appleton, Wisconsin. She is a member of Phi Beta Kappa honorary society and teaches in the Grand Forks school system. *

FOUR NORTH DAKOTANS BUILD BLACK HILLS FLYWAY - NEAR HOT SPRINGS, S.D.

The four North Dakotans referred to above are the well known 3 Hoffer Brothers of the Devils Lake area, and a brother-in-law, who have purchased a 1,100 acre ranch 6 miles south of Hot Springs, S.D. and have developed it as a place to build a vacation home and land next to it with your own taxiway to your house. Perhaps the most widely known of the three is Buckshot, 54, of Esmond, who is a farmer and minority leader in the N.D. Senate. Jack who is 45, is from Maddock, N.D., where he specializes in durum and sunflower growing. The third brother Adrian, 36, is a teacher from Devils Lake, while the fourth member is a brother-in-law, Richard Heisler, 38, of Karlsruhe, who is a railroad employee.

The landing area is a NW-SE 13-31 alignment of 4300' X 100' with 65 5 acre lots having direct access to the runway and the balance of 55 lots have access by longer taxiways.

As mentioned, lots will be 5 acres in size and have utilities with the exception of water. Presently, owners will have to drill wells or water can be hauled from a well on the property. 500 acres of the 1100 acres will be left in its natural state, according to word received. Further details can be had by contacting any of the aforementioned gentlemen. * * *

FOR SALE: 1977 Grumman Cheetah; 1977 Commander 112B; 1978 Mooney 201; 1976 Mooney Ranger; 1977 7KCAB Citabria; 1972 7KCAB Citabria; 1977 Grumman Tiger. Contact Pietsch Flying Service, Minot International Airport, Minot, N.D., Tel: 701-852-4092

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WANTED: Engine & airframe parts for Piper J-3, PA-11 and PA-18. Need fuselage, wings and tail feathers that are good or repairable. Contact Larry Welken, RR 3, Valley City, N.D. 58072, 701-845-0383

FOR SALE: 1977 Maule M-5-235C with King 720 channel Nav/Com, King KR86 digital ADF, King KI201C Omni, King 3 light marker beacon, wing tip strobes, wing tip tanks, cloth upholstery and full panel. Contact Si Liechty, Box 431, Jamestown, N.D. 58401 or call 701-252-2983

WANTED: A good four place to trade on a 1978 Motor Home. Si Liechty, 701-252-2983

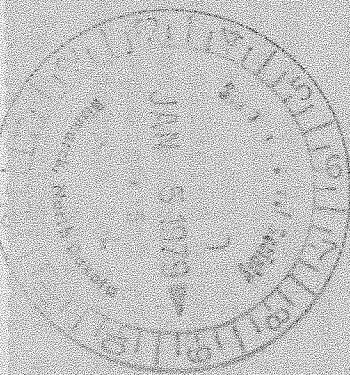
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FOR SALE: 1979 Skyhawk II January delivery; 1979 Cessna 152II, FTO; 1979 Skyhawk II, FTO; 1978 Cessna 152, 425 TT; 1978 Cessna 152 II, 300 TT; 1978 Cessna Skyhawk II, 390 TT; 1978 Cessna Skylane RGII 500 TT; 1977 Centurion II, 1150 TT; 1978 Centurion II, 200 TT; 1979 Centurion II, Feb. Delivery. Call and spec it your way now. OK Aviation, Inc. Bismarck, N.D. 701-258-5610.

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FOR SALE: 1976 Cessna 185, 350 TT, 300 Nav/Com, Robertson Stol; 1977 Sunowner 355 TT, transponder, ADF; 1977 Sierra, 475 TT; 1977 Navajo 1300 TT; 1968 PA-28-140, 4200 TT, Full IFR; 260 Comanche 4262 TT; 160 SMOH; 1967 Twin Comanche 3660 TT, 1700 SMOH, 50 hrs since props, full IFR; 1979 Tomahawk, Ferry time only; 1960 Cessna 182, transponder, ADF; 1978 Seneca II, 450 TT, 1979 Archer II, ferry time only. Contact Executive Air Taxi Corp., Box 2273, Bismarck, N.D. 58501 or call 701-258-5024

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FOR SALE: 1975 Baron 58, 2200 TT, 500/200 SMOH; 1977 Seneca II, 475 TT; 1966 C-411 2300 TT; 1966 Aztec, 1900 TT, 600 SMOH; 1978 Lance II, 135 TT; 1978 RG 182, 1978 Stationair 6, FTO; 1978 C-185 FTO; 1978 pressurized deiced 210; 1970 C-340A II, FTO; 1979 Chancellor 414, FTO; 1978 Golden Eagle II, FTO; 1965 P-206, 2300 TT, 300 SMOH; 1978 Turbo 210 FTO; 1964 C-210 750 on factory remain; 1968 U-206 1400 TT; 1962 A-55 Baron 550 SMOH; 1979 Turbo Stationair FTO; 1978 Citabria's; 1978 402E Business Liners; 1978 RE Skylanes, FTO; 1978 C-310 II, 90 TT; 1978 Hawk II 600 TT; 1979 Hawk II FTO. Many more. Contact Commander Aviation Corp., Box 734, Mandan, N.D. or call 701-223-6862 or Mandan 663-2356.

FOR SALE: Cessna 172's: 1972 Loaded; * 1976 Loaded; 1978 500 TT below dealer; 1979; 1973 Cessna 177 800 left on engine; 1975 and 1977 Cessna 210's; 1978 Twin Comanche, high time, reasonably priced; 1975 R model 310 excellent condition; new 1978 RG 182; In stock 1979 Cessna T80; 1979 RG-turbo charged, Ferry time only. Contact Aero Flight Inc., Box 1808, Minot, N.D. 58701 or call 701-852-3204

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