

# AVIATION NEWSLETTER

Vernon H. Baltzer, Editor

## STATE OF NORTH DAKOTA



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**AERONAUTICS COMMISSION**  
Box "J" - Bismarck, N.D. 58505

Telephone 701-224-2748

 Harold G. Vavra  
Director

March - April 1979

AVIATION BILLS ACTED UPON BY THE 1979 NORTH DAKOTA LEGISLATURE

SENATE BILL #2085 - Passed and signed by the Governor. The bill appropriates \$1,000,000 from the State General Fund for State-aid to airline airports, which are served by CAB certificated airlines for airport improvements in the 1979-1981 biennium. The Law also provides that the 2% excise tax on the sales price of jet aviation fuel effective July 1, 1979, will no longer be dedicated by law to airline airports for improvements, but shall be allocated by the Aeronautics Commission on a matching basis for assistance to general aviation public airports, for airport improvement projects. The Aeronautics Commission estimates that General Aviation Airports will gain about \$250,000 in the biennium from this change.

The bill will provide a total of \$1,000,000 for the airline airports at Bismarck, Devils Lake, Fargo, Grand Forks, Jamestown, Minot and Williston. Dickinson will be included under the bill, after it receives commuter airline service approved by the Aeronautics Commission because it was at one time served by a CAB certificated airline.

Senate Bill 2085 specifically provides that all tax revenue from aviation gasoline and jet motor fuel, which is taxed at 4% of the sales price, shall be allocated by the Aeronautics Commission for airport improvements on general aviation airports, owned or operated by airport authorities or political subdivisions. Harold G. Vavra, director of the Commission estimates this amount at \$641,000 in the 1979-1981 biennium. In summary, the total state aid for both airline and general aviation airports will be about \$1,641,000 in the 1979-1981 biennium.

Distribution of the \$1,000,000 to airline airports is by a formula in the bill. Devils Lake, Jamestown and Williston airports will receive \$50,000 each in the biennium. Dickinson Airport will also receive \$25,000 per year if it receives scheduled commuter air service approved by the Aeronautics Commission.

The bill provides that \$500,000 shall be paid each year of the biennium. The Aeronautics Commission shall determine the allocation to be made to each eligible airport and certify same to the State Treasurer on or before September 1, 1979 and the State Treasurer shall make payments to the eligible airports on or before October 1, 1979. A second payment of \$500,000 will be made in 1980 for a total of \$1,000,000.

The bill provides that those airline airports which are served by CAB certificated airlines, which enplane less than 20,000 passengers annually will be paid \$25,000 per year or \$50,000 in the biennium. Airports which enplane 20,000 or more passengers annually (Bismarck, Fargo, Grand Forks and Minot) shall be paid the balance of funds in each year of the appropriation based on its proportion of passenger enplanements to the total passenger enplanements of all airports boarding 20,000 or more passengers annually. The Aeronautics Commission shall determine the number of passenger enplanements from information published by the United States for the most recent calendar year the official information is available. If 1977 calendar year was used, the payments to the present airline airports would be as follows:

Airline	1977 Enplaned Passengers	Percent of Total Enplaned	Annual Distribution	Biennial Distribution
Airport				
Bismarck	134,466	29.92%	\$425,000	\$ 127,160
Devils Lake	4,200	-----	Minimum Amount	= 25,000
Fargo	166,959	37.14%	\$425,000	= 157,845
Grand Forks	83,091	18.49%	\$425,000	= 78,583
Jamestown	9,359	-----	Minimum Amount	= 25,000
Minot	64,933	14.45%	\$425,000	= 61,412
Williston	9,500	-----	Minimum Amount	= 25,000
TOTALS	472,508	100.00%		\$ 500,000
				\$ 1,000,000

SENATE BILL #2449 - Passed and signed by the Governor with emergency clause. Senate Bill 2449 permits the electors of any Township to vote at the annual township meeting to levy a tax for the purpose of supporting an airport or an airport authority in an amount not exceeding four mills on the net assessed taxable valuation of the township. Such levy shall be in addition to any mill levy limitation provided by law.

The bill provides that such a Township airport mill levy shall not apply to any city, park district or other taxing district that already has an airport levy. The only time during the year that township taxes may be voted upon and approved is at the annual meeting which is the third Tuesday of March. The bill had an emergency clause attached and passed by a greater than 2/3 vote in both the House and Senate and therefore became law immediately upon the signature of the Governor.

Several airports in Cass County have created regional airport authorities combining the taxing resources of a city and several nearby townships for the purpose of supporting an airport. Until Senate Bill #2449 was passed, organized townships in North Dakota did not have the power to levy a tax on the township taxable property for airport purposes. Cities, park boards and counties have for many years, had the power to levy a 4 mill tax on all taxable property to support an airport or airport authority. The passing of Senate Bill #2449 extends taxing power down to the individual townships, if they elect to exercise it.

SENATE BILL #2043 - Passed and signed by the Governor. This bill directs the North Dakota Weather Modification Board, a division of the Aeronautics Commission, to establish a program of weather modification research in North Dakota. The bill provides that the State Weather Modification Board shall supervise and coordinate all research development in the State. The bill appropriates \$50,000 from the state general fund and \$2,000,000 in federal funds for such purposes. The bill provides that before the \$50,000 in state funds may be expended, that the Board must get approval of the Legislative Council budget committee.

HOUSE CONCURRENT RESOLUTION NO. 3086 - Passed by both the House and Senate. This resolution urges the Federal Aviation Administration to abandon its proposed controlled visual flight rule regulations. The FAA proposed rule would lower the "floor" of the continental positive control area (PCA) from 18,000 feet to 10,000 feet east of the Mississippi River and over a portion of the State of California and 12,500 feet west of the Mississippi River and over the remaining portion of California. The FAA proposed rule would require VFR pilots of flight plans, obtain authorization to enter the PCA, adhere to controller instructions, comply with ATC instructions and have equipment now required for operation in Group 1 TCA's, including transponder and enclosing altimeter, all of which according to the "Resolution" would increase general aviation costs. The resolution says the FAA proposed rule is being fostered in apparent disregard of the importance of general aviation to the national interest and the interest of the people of North Dakota. The resolution directs that copies be sent to the FAA for inclusion in the record of its proposed rule making and to the North Dakota Congressional delegation.

HOUSE BILL #1100 - Bill defeated by the House of Representatives. House Bill #1100 would have required any person who erects or adds to a building, structure, or tower of any kind, extending more than 500 feet above the highest point within a one-mile radius from the structure, to install strobe lights on such tower or structure, in a manner as prescribed by the State Aeronautics Commission. House Bill #1100 was strongly opposed by the TV and radio broadcasting industry in North Dakota, who alleged the cost would be excessive for both the equipment and cost of maintenance. There are 25 towers in excess of 500 ft. above ground in North Dakota at the present time.

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#### ENJOYABLE EASY READING

If you are a World War II type, or for that matter, any pilot who enjoys reading about USAF Combat Aircraft and first hand accounts of pilots that flew them, you will want to read "Flying Combat Aircraft of the USAF - USAF Vol 2" published by Iowa State University Press, Ames, Iowa, 50010 at \$11.95 per copy. I loaned out my copy to a few younger pilots in the 25-30 age bracket and they all said that they enjoyed the book and wanted to talk about the machines and accounts of the pilots that flew them. Personally, the book was a nostalgia trip for me, especially on the B-24 Liberator and today I learned that of 18,188 built, only seven remain flyable, what a waste. The book is also available through bookstores.

GENERAL AVIATION ACCIDENTS INCREASE IN 1978 ACCORDING TO NTSB, SO DID  
NORTH DAKOTA'S

The U.S. Civil Aviation Safety records for 1978 have been released by Chairman James B. King of the National Transportation Safety Board. Chairman King revealed that calendar year 1978 produced a mixed operational record; air carrier safety improved over the previous year, but general aviation safety declined.

In U.S. general aviation, including air taxi and commuter operations there were 4,609 total accidents, 795 fatal accidents, and 1,690 fatalities. This compares with 4,286 total accidents, 702 fatal accidents, and 1,436 fatalities in 1977.

Mr. King expressed concern that the 1978 general aviation records revealed an 8 percent increase in total accidents, a 13 percent increase in fatal accidents, and an 18 percent increase in fatalities. North Dakota suffered one of its worst accident records in history in 1978 with 12 fatalities. Of the years grand total of 21 aircraft accidents, seven of these produced the fatalities. The seven fatal accidents occurred during the first seven months of the year.

Factors involved in these seven fatal accidents are: stall/spin, alcohol, weather (heavy snow showers), weather (low visibility & ceilings), stall, low-level flight - hit powerlines, unknown (night occurrence).

Man differs from other animals in that he has the capacity to learn from another's mistake. Lets resolve not to be the type to have to make all of the mistakes ourselves.

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NAMES DRAWN FOR LINEUP IN 1979 HUGHES AIRWEST AIR RACE CLASSIC

The second annual Hughes Airwest Air Race Classic, the nation's premier aviation event for women, is revving up for another transcontinental run.

The 1979 event --marking the 50th anniversary of women's air racing-- will feature a theme based on nostalgia. Bobbi Trout of Carlsbad, Calif., a contestant in the first women's air derby in 1929, drew the starting numbers for the early entries at a gathering in Santa Monica recently. Velda King Mapelli, president of the classic, presided.

Laura Little of San Diego and her co-pilot, Vi Chambers of El Cajon, flying a Cherokee 140, were picked number one for take off.

The annual competition was carried on for 30 years as the Powder Puff Derby. When it was announced that the 1976 race was the last Powder Puff, 350 women pilots from throughout the nation organized the first Air Race Classic in 1977. It was renamed the Hughes Airwest Air Race Classic last year in recognition of the airline's sponsorship.

This year, they'll be flagged off June 16 from the Municipal Airport in Santa Monica. Flying under visual flight rules in daylight hours, the entries will have four days to cover the twisting course - Sacramento, Calif., Klamath Falls, Ore., Walla Walla, Wash., Great Falls, Mont., Sheridan, Wyo., Bismarck, N.D., Minneapolis, Minn. and reach Milwaukee, Wis. by the June 19 deadline.

The race is open to stock model aircraft of 145 to 570 horsepower, from the gentle Cessna Skyhawk to the lusty Beech Baron.

Ability to apply knowledge of plane, wind and weather will determine how trophies and more than \$20,000 in cash awards are shared.

This year, carrying forward the momentum, the race has attracted 40 first-day entries. More than twice that number are expected by the April 23 deadline for entering.

The event is open to all members of Air Race Classic, Ltd., an organization of licensed women pilots. All have an equal chance, regardless of airplane size or power. Each aircraft type is assigned a handicap speed based on its performance capabilities. Victory goes to the pilot who exceeds the handicap speed by the widest margin over the trans-continental course.

Each pilot must hold a private pilot's license or higher rating and have 250 hours of flight time, including 100 of cross-country time. If there's a co-pilot aboard, she must have at least a private pilot's license. Either pilot or co-pilot must be instrument rated.

Members of the Ninety-Nines, the international organization for women in aviation, will assist along the route, timing planes between points and arranging overnight accommodations for their crews.

The race has been described as the world's most sophisticated test for women pilots -- a true evaluation of ability to operate an aircraft precisely and use its capabilities effectively while applying skills in navigation and meteorology.

Entry is by invitation to all members of Air Race Classic, Ltd. Membership in ARC is open to all licensed women pilots upon payment of a \$10 initiation fee. Annual dues of \$4. will entitle a member to an entry kit for the 1979 race. Inquire: Air Race Classic, Ltd. 2188 Palomar Airport Rd., Carlsbad, Calif. 92008 telephone: 714-438-5179.

## BIS,\_MOT\_L\_GFK AND FAR HAVE NEW UNICOM FREQUENCIES 122.95

FCC and FAA last fall, published a list of new Unicom frequencies which will be introduced over a two-year period.

Life is getting more complicated. Remember when you only had to know two Unicom frequencies? There was 123.0 for controlled airports, and 122.8 for all the rest. Now a whole new batch of Unicom frequencies is being introduced. According to the FAA, this will reduce some confusion (confusion?) in the airwaves. Here is a list of the new Unicom frequencies:

122.700	- Aeronautical Advisory (AA) uncontrolled fields
122.725	- AA-private airports not open to public
122.750	- AA-private airports not open to public, and air-to-air (latter after January 1, 1978)
122.775	- Future AA or multicom use
122.800	- AA - uncontrolled airports
122.825	- Future AA or multicom use
122.850	- Multicom
122.875	- Future AA or multicom use
122.900	- Multicom
122.925	- Multicom - natural resources
122.950	- AA airports with control tower
122.975	- AA --high altitude
123.000	- AA-uncontrolled airports
123.025	- Future AA or multicom use
123.050	- AA - heliports
123.075	- AA-heliports

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## AIRPORT CONSTRUCTION -

OAKES - The Oakes Municipal Airport Authority has completed its long and arduous court battle in the realm of eminent domain and quick take provisions of the law and has acquired all of the property needed to complete their new proposed airport. Since the project was started over 5 years ago and the grant issued quite some time ago, the Authority has had to ask FAA to remove the land acquisition from the original grant and make a separate additional grant to cover the increased costs. Construction is expected to start this spring and if possible, asphalting by fall. MANDAN - The Mandan Municipal Airport Authority has awarded construction bids to Earth Builders of Bismarck and construction will start this spring on the million dollar project. A new 75' x 3800' runway will be built 500 ft. northeast of and parallel to the present runway, which will then become a parallel taxiway. Plans call for overlaying the present runway for strengthening it as a taxiway, also several connecting taxi stubs and a greatly expanded ramp area will be built. Medium intensity lighting will be installed throughout. Land for the project has been acquired.

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## NEW NORTH DAKOTA NAVIGATION CHART BEING MAILED

The long awaited N.D. State Aeronautical Map has made its appearance as you by now know, and evident, with this combined mailing of the N.D. Aviation Newsletter. Like all maps and charts, it has errors such as Fargo ATIS; correct on frequency information on the back, but incorrect old frequency on the map side. Some airports may also be located slightly off, this because of the scale which is 1" = 16 statute miles. The airport symbol is 3 miles wide, so don't expect pinpoint accuracy. Quite a few small towns were removed to allow room for aeronautical data, so don't take the Commission to task if your favorite hamlets' name has disappeared. Like everything else, inflation has left its mark on this chart which now costs the Aeronautics Commission ninety cents. Being known to be frugal, we have made this a 3rd class mailing combined with the Newsletter, which of course is not forwardable. Now in order to track some of the nomads down who would like to have this chart, we have mailed it in a large brown envelope with a address correction requested and return postage guaranteed, which will cost the Commission 40¢ each if returned. If the new address we receive from the post office looks correct, we will try to verify by phone, if within the state, we will send a chart to the new address.

In the event, after a reasonable time, you did not get a chart out of the first 4,000 mailed, write or phone our office and we will gladly send you one at no cost.

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## 1979 AIRCRAFT REGISTRATION DEADLINE NEARING

May 15th is the deadline for registering your aircraft for 1979. After that date, a penalty of 10¢ per day attaches. To date, 1180 aircraft have been registered leaving approximately 450 unregistered. Applications were sent in January, so if you have not registered, find your application and mail in promptly.

## STALL/SPIN QUIZ

- (Circle letter of correct answer) Answers on reverse side of page.
1. Most stall/spin accidents occur during practice of intentional spins
    - a. in the traffic pattern (takeoff, approach and landing, go-around)
    - b. when practicing intentional spins in aircraft not certified for them
    - c. when practicing stalls
    - d. A significant factor which may cause inadvertent stalls is
      - a. distraction
      - b. too lean mixture
      - c. instrument failure
      - d. darkness
  2. About what percentage of fatal or serious accidents involve a stall/spin?
    - a. 2%
    - b. 5%
    - c. 25%
    - d. 60%
  3. An aircraft wing will always stall when the indicated airspeed is below the power-off stall speed
    - a. the angle of attack is greater than the stall angle of attack
    - b. the calibrated airspeed is below the power-off stall speed
    - c. the pitch attitude is nose-up
    - d. in a dive
  4. An increase in aircraft weight causes the stall speed to increase
    - a. causes the stall speed to decrease
    - b. will not affect the stall speed unless the center of gravity moves
    - c. will not affect the stall speed except with the flaps down
    - d. will not affect the stall speed
  5. A spin is a maneuver similar to a spiral in that it occurs at high air-speed in a steep bank and with a high rate of turn
    - a. never occurs when full power is being used
    - b. requires about the same altitude as a stall for recovery
    - c. is a complex motion in which a stalled airplane is rotating and losing altitude rapidly
    - d. the engine will stop
  6. Which of the following are necessary to enter a spin?
    - a. full rudder and aileron
    - b. full back elevator and full aileron
    - c. a stalled wing and a yawing moment
    - d. a stalled wing and full power
  7. Intentional spin entry requires
    - a. Full nose-up elevator deflection and full rudder in the direction of the spin
    - b. full power
    - c. rudder and aileron cross controlled
    - d. Spin recovery is made by
  8. Spin recovery is made by applying full power and forward wheel reducing power to idle and rudder against the rotation followed by forward wheel
    - a. applying Forward wheel followed by aileron against the spin
    - b. applying Full forward wheel followed by coordinated rollout
    - c. applying Forward wheel followed by aileron against the spin
    - d. applying Full forward wheel followed by coordinated rollout
  9. Accidental stalls are more likely than intentional stalls to be followed by a spin because
    - a. the pilot is not expecting the stall
    - b. the airplane is likely to be yawing in an unintentional stall
    - c. both of the above
    - d. neither of the above
  10. An airplane stalled in a left turn tends to spin to the left
    - a. to the right
    - b. cannot be determined from information given
    - c. in a direction dependent on rudder position when the plane stalls
    - d. in a skidding turn to the left the ball indicator is deflected
  11. In a skidding turn to the left the ball indicator is deflected
    - a. to the left
    - b. to the right
    - c. in direction of applied rudder
    - d. none of the above
  12. \* \* \*
  13. \* \* \*
  14. \* \* \*

## NEW EMPLOYEE JOINS AERONAUTICS COMMISSION STAFF

Mrs. LeNor Dollinger recently took over the duties of Chief Bookkeeper replacing Kathy Dwyer, who made a lateral transfer to the Public Service Commission. LeNor comes to the Aeronautics Commission from previous employment by the North Dakota Association of Soil Conservation Districts, Lincoln Oakes, Airport Road, Bismarck. She and her husband Roger, who incidentally is co-owner of the Kirkwood Barber Shop, live at 1809 Heritage Ave., Indian Hills Addition, with their three sons, Kelly 11, Casey 6, and Jay 3. We welcome LeNor on board.

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## 5TH ANNUAL N.D. PROFESSIONAL AVIATION MECHANICS SEMINAR BIG SUCCESS

The 3-day annual Aviation Mechanics Seminar which was held at Bismarck in the Kirkwood Motor Inn recently was hailed as a big success, according to Frank Argenziano, President.

A large representation of aircraft distributors and aircraft parts suppliers with their booths, added a good deal of interest to the convention, as well as knowledgeable tech representatives of various companies, who were seminar speakers.

Seminar attendants took time out from a very busy schedule to honor Larry Buller, owner/manager of Waypoint Avionics, Mandan, N.D., as Mechanic of the Year for North Dakota and named Gary Johnson, Chief Mechanic of Pietsch Flying Service, Minot, as runner up. Buller was honored for building a very complex testing setup to bench test all known Coms, Navs, ADF's, MKR-BKN's, RNAV's, DME's transponders as well as radars and autopilots. Being named winner netted Buller about a thousand dollars in prize value in travel and living expenses, plus tuition to attend a service school of his choice.

Dave Carlson of Servair of Williston was named President of the organization for the coming year. Also named were Dave Teets of Ruebee Air Care, Vice President, Ralph Braaten of Dakota Aero Tech, Fargo, Secretary and Mike Arestad of OK Aviation, Bismarck, Treasurer. Argenziano said that Bismarck had treated the group so well that the 1980 convention would be held in the same city, March 11, 12 and 13th. He added that total attendance was 175 people and he saw no reason for not exceeding 200 next year.

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## NORTH DAKOTA AVIATION ASSOCIATION NAMES OFFICERS

Bob Odegaard of Odegaard Aviation, Kindred, was named as the new president of the group at their annual convention held in Bismarck. Bob Wood, outgoing president, said that Bill Beeks of Washburn, Central Flying Service was elected to the position of Vice President; Larry Linrud of Tri State Aviation, Wahpeton, Secretary; and Ron Ehlers, Dickinson Air Service as Treasurer. Jack Daniels of Servair, Williston was renamed Executive Secretary. The group in their business meeting, addressed the problem that is confronting all Part 135 Air Taxi Operators in remote areas on IFR operations. Part 135.297 states that to be able to operate IFR, the pilot must execute each of the following approaches ILS; VOR, NDB in the aircraft to be used once each 6 months. Jack Daniels is petitioning for relief from this ruling as it is nearly impossible to comply with in certain areas without overburdening cost and inconveniences. Daniels points out that great distances must be flown to find sites that have all three types of these approaches. As an example, he states that he must fly a total of 308 nautical miles to get to a facility and back (Bismarck) that has all three approaches. In Montana the distances could be even greater he said. Daniels is asking all Part 135 Operators to let him know their views in writing, preferably as soon as possible, as he and Mr. Harold Vavra, Director of the Commission, will be going to Washington the 25th of April to testify in a overviewed hearing on the Airline Deregulation Act of 1978 before the U.S. Senate Aviation Committee. His plans are to meet with FAA if time allows.

MINOT PILOT NAMED PILOT EXAMINER\* \* \* \*

GADO #4 Rocky Mountain Region has named Darel Brown, who is employed by Aero Flight of Minot as a pilot examiner for private, commercial and instrument single engine.

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AIRMAN CERTIFICATES

Don't panic if it is over 90 days since you were issued a temporary airman certificate and call Oklahoma because you think you are illegal. Rest easy, you now have 120 days from the date of issuance instead of the previous 90 days.

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## STALL/SPTN QUIZ ANSWERS

- |      |      |      |       |       |
|------|------|------|-------|-------|
| 1. B | 4. B | 7. D | 10. A | 13. D |
| 2. A | 5. D | 8. A | 11. B | 14. B |
| 3. C | 6. A | 9. C | 12. C |       |

## AIRMAN'S INFORMATION MANUAL (AIM) PARTS 2 AND 3 DISCONTINUED (AN UPDATE)

After nearly 14 years, the Federal Aviation Administration is terminating the publications of Part 2 "Airport Directory" and Part 3 "Operational Data and Special Notices". They will be combined in a new seven volume issuance titled "Airport Facility Directory".

The new volumes will be produced and sold by the National Ocean Survey. All seven volumes will be in full production by May 18, 1978. This conversion of AIM Parts 2 and 3 does not in any way affect the issuance of the other parts of the Airman's Information Manual. Parts 1, 3a, and 4 will continue under their present subscription service.

While the above mentioned statement said that the seven part volume will be in full production by May 18, 1978, it may be possible to con the volume you need out of a tower chief, if he has any extra copies, or order them. Now if you want to order, here comes the complicated part. No more buying from the U.S. Government Printing Office. Send your check made out to the Dept. of Commerce-National Ocean Survey, Distribution Division, C-44, Riverdale, Md. 20840.

The U.S. is divided into 7 regions with numbers assigned to each. If you don't have the numbers, confound them by specifying by name only. Prices are \$10.00 for first volume, 2 volumes for \$17.50 and each additional volume after first two will cost \$5.00 each. They are printed in a bound 5" X 10" throwaway six times a year. Regions and some numbers are as follows:

10704 - North Central (ND; SD; Neb; Ka; Mo; Io; Mn)  
 10703 - East Central (Wis; Mich; Ill; Ind; Ohio)  
 Southwest - (Nev; Calif; Utah; Colo; Ariz)  
 South Central (New Mex; Tex; Okla; Ark; La  
 Southeast (Fla; Kent; Tenn; N.C. Carolina; South Carolina; Ala; Geo; Miss.)  
 Northeast (Maine; Ver; Mass; Conn; Pa; N.Y; Va; West Va; Del; Md; N.H.)  
 Northwest (Wash; Ore; Mont; Wyo; Idaho)

ELT EMERGENCY (From GADO # 4 March Newsletter)

URGENT" To all aircraft operators. The long awaited Airworthiness Directive on all lithium powered Emergency Locator Transmitters was finally issued effective February 26, 1979. Any ELT with a lithium battery must be removed from the aircraft before March 29, 1979. The aircraft may then be operated for 180 days without an ELT provided the entry and placard has been made as required by FAR 91.52(f)(10)(i).

Since the AD was issued, we have received a report of toxic fumes venting from a lithium battery which resulted in pilot incapacitation. Therefore, it is recommended that all lithium powered ELT's or any other lithium powered equipment be removed from the aircraft IMMEDIATELY.

Check with your mechanic or this office if you desire any more details. Incidentally, if you have any doubt about the type of battery installed in your ELT, remove it until a positive determination can be made.

ATTENTION ALL PILOTS ESPECIALLY AERIAL APPLICATORS IN NEW ROCKFORD AREA - FOX FARM -----

Scott Stafford, who lives 4 miles south and  $\frac{1}{2}$  mile west of New Rockford, has a Fox farm there and he is very concerned about low flying aircraft over his kennels. The pupping season is from the 1st of May to July 15th and if a female fox is startled and disturbed, it can cause her to kill her pups.

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FOR SALE: 2-1979 Turbo Stationair; 1979 P-210; 1975 Booted Baron 58; 1969 Twin Comanche; 1979 Cessna 414A; 1972 Cherokee 180; 77-78 Stationair; 1964 Cessna 210; 1978 Cessna 185; 1979 Cessna 404; 1966 Aztec; 2-79 Turbo RG 182's; 1960 Cessna 210; 1966 Cessna 411; 1978 Skylane, 78 RG Skylane; 1979 Cessna 340A-2; 1979 Thrush; 1979 Turbo Ag Husky; 62-A-55 Baron; 4 used Pawnee's; 75 Ag Truck. Dakota's only full line Cessna Customer Care Center/Dealer. Contact Commander Aviation Corp., Bismarck & Mandan, N.D. 701-563-2356 or 701-223-6862

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WORK WANTED: Experienced spray pilot wants work in the months of June and July. Contact Wally Kraft, Fargo, N.D. 701-235-2643.

FOR SALE: 1940 Luscombe 8A, 60 SMOH on A-65, rebuilt in 79 with new ceonite cover on wings, new Imroh paint, new glass, interior, brakes, very clean. Craig Elg, P.O. Box 715, Rhinelander, Wis. 54501 or 715-369-3131, or 282-5558

FOR SALE: 1976 Cardinal II, 975TT. Robert A. Brown, One owner since dealer. 133 - 3rd Ave. N.W., Valley City, N.D. 58072 or 701-845-2910

\* \* \* \* \*

FOR SALE: 1978 Citabria, 7GCBC, KX145; 1956 Super Cub PA-18, 0-SMOH;  
1979 Cessna AgHusky, FTO; 1978 Cessna AgTruck, 320TT. Contact Dakota  
Aviation, Inc., Grafton, N.D. or call 701-352-0271 or 352-1623 evenings.

WANTED PARTS: Am restoring a Curtiss OX5 engine, need parts or old engine  
for repairs. Contact Lowell Mutchler, RR 1, Aneta 58212 or 701-236-4552.  
\* \* \*

FOR SALE: 1974 Skyhawk-II, 590TT, TSPR, 2 NavComs, ADF, Marker Beacon.  
Bill Woods, NDSU, Fargo, N.D. 58102 or call 701-237-7085 or 218-236-9917.  
\* \* \*

FOR SALE OR TRADE: for glider 1 Cuby Kit less instruments, prop, engine and  
covering. EAA Chapter 265, Box 1474, Minot, N.D. 58701  
\* \* \*

FOR SALE: 1974 Grumman TR-2, 280 TT, 30 SMOH. Contact Stan Larson, Box  
2987, Fargo, N.D. 58102 or call 701-293-0042

FOR SALE: 1964 S-35 Bonanza, 500 \* \* \* SMOH; 1967 C-55 Baron, 200 SMOH; 1948  
Cessna 140 900 SMOH; 1972 Cessna 150 650 SMOH; 1975 Cessna 150 330 SMOH;  
1952 Cessna 170; 1972 Cessna 172, 780 SMOH; 1972 Cessna 172; 1975 Cessna  
172, 850 TT; 1973 Cessna 182 600 SMOH; 1973 Cessna 182; 1976 Grumman Tiger  
1440 TT, 1975 Mooney Ranger 530 TT; and many others. Contact Grand Forks  
Aviation, Inc., RT. 2, Grand Forks, N.D. 58201 or 701-746-6447  
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NORTH DAKOTA AERONAUTICS COMMISSION  
BOX U  
BISMARCK, NORTH DAKOTA 58505

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

FOR SALE: 2-1978 Cessna 152's; 2-1979 Skyhawk II's; 1978 Skylane II 4 500TT;  
1979 Cessna 152, 44TT; 1979 Skylane II FTO; 1978 Skylane RGII, 595TT; 1977  
Centurion I, 1250TT; 1978 Centurion II 350TT; 1979 Turbo Centurion II,  
Contact OK Aviation, RT. 3, Bismarck, N.D. or 701-258-5610  
\* \* \*

FOR SALE: 1959 Cessna 182, 3200TT, 1000 SMOH; 1979 Tomahawk Ferry time;  
1979 Archer I, Ferry time; 1965 Comanche 260, 4300 TT, 165 SMOH; 1966 Twin  
Comanche 3685TT, 1600 SMOH; Contact Executive Air Taxi Corp, Box 2273,  
Bismarck, N.D. 58501 or 701-258-5024  
\* \* \*

WANTED: To buy 1946-47 Aeronca 7AC. Contact Ken Kline, 1107 - 15th St. W.  
Williston, N.D. 58801 or call 701-774-8939

FOR SALE: 1975 Cessna 310 one owner; 1973 Cessna 177, 0-SMOH; 1978 & 1979  
Cessna 152 wholesale; 1979 Cessna 172 loaded; 1978 Cessna 182RG; 1977 Cessna  
210, 900TT; 1972 E-55 Baron, 1600 TT; 1966 Pawnee 235, 229 TT; Need a Full-  
time CFII - Have a Lycoming 235 for a Pawnee 900TT; Contact Aero Flight,  
Minot, N.D. 58701 or call 701-85203204 or 8339-8302  
\* \* \*

FOR SALE: 1977-150 Narco radio; 1978 152 collins; 1979 152 ferry time;  
1977 Skyhawk 100; 1978 Skyhawk II; 1977 Hawk XP; Call Capital  
Aviation Corp., Box 1471, Bismarck, N.D. 58501 or 701-223-0260  
FOR SALE: 1978 Cessna 152; 1978 Skyhawk; 1979 Skyhawk 172; 1978 Piper  
Warrior; 1979 Piper Archer; 1973 Piper Cherokee-180; 1965 Cherokee 235;  
1979 Piper Tomahawk; 1976 Piper Navajo; 1978 Piper Brave 375; 1979 PA-18-150;  
Contact Jamestown Aviation, Inc., Jamestown, N.D. 701-252-2150  
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