
February - Executive Air Taxi Corp. in Bismarck acquires two Bell turbine-bopper helicopters for air taxi service. Northern Airlines Inc. opens business in Fargo with Doyle North as manager. Two new flight operations. Republic lays off 7 percent of workforce. Japan Airlines DC-8 slams into Tokyo Bay with 24 fatalities. Republican, Lt. Governor, party chief in air promotion. Ricki Schaefer, N-Parson, recommends state study on use of aircraft pool resulting in a governmental transportation savings. Show removal problems exist at airports across N.D. - Northwest Airlines cuts late night flight to Bismarck Flight. Republican offers amendment free ground tickets at various ND cities. Frontier offers record revenue passage miles in month of January; was reported. Senator Mark Andrews, R-North Dakota, boosts increased Big Sky subsidy request from CAB. - FBA adds large "N" numbers for aircraft. - Legislature Audit & Fiscal Review Committee decided to study aircraft pool concept. Airline deregulation creating turbulence in North Dakota and is discussed at various meetings.

March - WTA Inc., Lubbock, Texas, has purchased existing inventories of Piper aircraft and the Super Cub aircraft. FAA announces National Airspace System Plan for next 20 years. Frontier plans to place all Convair 580 turbo props by June. Bismarck Airport increases landing fees on airport. Republic announces no increase in baggage fees. Rumor has it. Northwest puts on late night flight from Fargo to Bismarck. - NASA space shuttle begins its third trip. CAB announces Big Sky subsidy boost. Legal hitch blocks formation of Fargo-Cass County Airport Authority. - North Dakota Aeronautics Commission has received last month's recommendation to discuss aircraft pool concept, deregulation and state grants. - Fargo man lands safely at Hector Field without landing gear on a foam-covered runway.

Notice

A meeting of the interim council representing aviation interests met at the State Aeronautics Commission on Friday, February 4th.

The main topic of discussion was on the organizational structure for bringing aviation interests together under one "umbrella." In addition to the three existing groups: NDA, NDAA and NDPMA, efforts are underway to organize a pilot's group and the airport authority/airport management group. Inquiries will be going out to other groups as well.

The main concern is that because of the nebulous state in which NDA was left after the convention, a special meeting of NDA members is required to re-establish the organization if it isn't to simply evaporate by the end of March.

Therefore, a special meeting has been called by NDA president Larry Loebl and interim board chairman Dennis Oblad for 2:30 P.M., March 8, 1983 at the Kirkwood Motor Inn of Bismarck. This meeting will be held in conjunction with an NPA meeting and all NDA members are urged to attend. The interim board is asked to attend.

Recommendations for the new "umbrella" concept will be presented and the general membership of NDA will be asked to ratify the new plan or recommend changes.

If NDA emerges as just one of many member groups under the "umbrella," then NDA will need to re-elect officers at this meeting.

It is very important that all concerned members attend.

JUNE - Rolls NDB is operational. - New Town plans to pave 3,000 XW runway. - Grand Forks officials in general aviation operations in the nation. - Paul Bohn, FAA Regional head speaks in Fargo. - Aircraft pool bearing held at State Capitol Building. - Northwest settles strike and resumes operations in mid-June. - Governor Allen Otter speaks in interest in drug-bust airplane located in Fargo. - Amelia Earhart's plane search is underway. - Crop-spray aircraft accident on vehicle near Park River with no fatalities. - Disaster emergency exercise held at Minot Air Force Base. - FAA announces conferences to hire 1,000 contract employees in upper-state region. - Fargo Airport Authority discusses terminal project building plans in a reduced form. - Big Sky reports first quarter losses. - Bismarck plans underground geothermal system for terminal building addition. - CENEX advertises custom spraying service and chemicals. - Columbia airport space lost as city will not allow use of the facility. - June 16, Grand breaking ceremony for new aerospace center at UND held. - Weather modification gets underway across several N.D. counties.

July - Bowman has Diamond Jubilee airshow. - George Batchelder, UND Aviation Department, receives FAA safety award. - Big Sky reduces fares on Minneapolis route. - Northern Airlines Citation jet air ambulance is in service. - Landrock vandalized on airport. - Pan Am jet crashes in New Orleans, killing 114 people. - Harold Yavvus, Director of N.D. Aeronautics Commission, announces airline increases in month of June. - Republic reports major financial improvements. - Project Global Shield 82 by the Air Force cruises N.D. with low flying B-52 bombers. - Selective delay in mid-July. - FAA hands landings and airport permits. - NDB is announced. - Northwest reports net loss of $1.46 million for second quarter of 1982. - Sight-seeing helicopter service under way. - Bismarck Airport Commission announces bids of $26,996.63 to counties appportionment of aircraft and aerial spray licenses collected by N.D. Aeronautics Commission. - Mayor General Darrel D. Schroeder, member of the N.D. Aeronautics Commission, is named to the N.D. Aeronautics Commission. - N.D. Aeronautics Commission approves grants to 13 projects with largest amounts going to New Town, Ashley and Hazen. - AIP bill passes Senate.

August - Osborkin by-attended by numerous pilots. - FAA meets in Minot with airport managers to solicit ideas for new automated FSS. - CAB Kansas City Regional Office closes. - Grand Forks Air Wing
Many turn to computers for help

**Sectional charts will be simplified in the future**

Sectional charts of the future will be simplified, according to NOAA Division of Marine Information. They have been earmarked for many changes by a National Airspace Review task force, which has recommended more than 70 changes. Standing out from the crowd of proposals are recommendations that the sectional be published (and updated) once a year, and that useless data be deleted.

Deletions from the chart outward addi-
tions by a large margin. If the recommen-
dation is forthcoming and should be filled sheets of paper. The first real mea-

More 1982 aviation in review

from page one

sponsors safety seminar. Torga airport expands apron and taxiway system. Lionel B. Nitrosic, N.D., Bismarck. Numerous control nose lift. Dales plane crashes 2 kills. Governor's Manage-

ment Task Force makes recommendations for airspace management. U.S. Congress requests 6-year AIP bill enacted by Congress for next federal

SEPTEMBER - Flying Farmers attend convention in Bismarck. High interest in this small-plane show. Columbia completes new runway marking project. West Fargo contracts new hangar. International Peace Garden Airport has new

and software can perform. Often, the

The second possible pitfall - relying on "canned" general business software - can be avoided when it's designed to suit the needs of a particular company. If you have a bank or airline that wants its software useful only with significant modifications, you may have to try a different program. Both of these procedures can be very expensive and may make a shambles of your budget.

Many BFOs find themselves using canned software because their computer salesmen did not understand the requirements of a general aviation business. Individually, he led the buyer to believe that standard general ledger programs would suffice. Or, if they do recognize that canned software won't work for an BFO, salesmen often ignore the possibility of specifying for a custom program. The programming costs required to make the investment in a computer truly worthwhile can be prohibitive.

Clearly, the job of arriving at the best computer system should start with software

Air ticket sales change is approved

Washington (AP) - Imagine buying an airplane ticket at your local bank or department store or even from 2 side walk vending machine? That may well become common practice over the next few years.

Since the beginning of the jet age, air carriers and their approved travel agents have monopolized the sale of airline tickets. But an administrative change took another step Thursday to do-regulate the airfare industry.

The "Civil Aviation Board's" power over objections from travel agents to open the ticket business to competition, and a new system that the board said was too costly a part-

The duties of FAA Local Coordinator will be assumed by Sam West, Sector Manager of the Airways Facilities at Bismarck.

**Relative wind**

March 1982
AZEN . . . is presently under a construction project to pave a 200' x 50' runway. Apparently by early June, 1983. The Airport Authority will be planning a fly-in once the project is completed. Remember if any Airport Manager or Author- ity is planning activities, contact the N.D. Aeronautics Commission so that we can get a story into the Newsletter.

BOWMAN . . . The Airport Authority met with the FAA and the N.D. Aeronautics Commission staff to discuss plans to expand the runway and repair the apron. They will be doing some land negotiations, engineering selection and gathering support for the project. We recognize the active interest, enthusiasm and cooperation that this County Airport Board is showing to insure the safety, use and future needs of aviation in their county.

DRAYTON . . . is working on acquiring the runway approach easements to protect the safety and efficiency of their community's airport. Now it is a good time for local Airport Authorities to negotiate with the land owner to acquire the air con- trol over the areas which aircraft must operate safely to and from the airport. Please contact the N.D. Aeronautics Commission for more information and clear- zone easement examples.

WASHBURN . . . The Airport Authority has an engineering agreement to study the development of the airport. A wind rose study has been completed with analysis comparisons to the wind data taken from the power plant near the airport.

WEST FARGO . . . is planning to mark the runway with some type of daylight visual markings. They will also plan to install a beacon and runway lighting system this summer. Congratulations to the energetic Airport Authority members in their progressive development of the airport.

Total of eight airport improvement projects have been approved

The North Dakota Aeronautics commission meeting in Bismarck on December 21st, approved eight airport grants totaling $9,392.27 for paying 50 percent of the airports share of the costs, according to Harold Vavas, director. The projects follow:

<table>
<thead>
<tr>
<th>Airport</th>
<th>Project</th>
<th>State Funds</th>
<th>Allocated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dickinson</td>
<td>Overlay pavement on NW/SE runway, taxiway and apron and engineering, 1983 project with total estimated cost of $732,756 with 90% FAA funded, 5% local and 5% state participation</td>
<td>$77,480.00</td>
<td></td>
</tr>
<tr>
<td>Enderlin</td>
<td>Crack filling asphalt pavement and pavement overlay on runway, taxiway, apron and radio control for runway lights</td>
<td>$8,570.00</td>
<td></td>
</tr>
<tr>
<td>Hebron</td>
<td>Supplemental amount to complete runway lighting</td>
<td>$1,160.97</td>
<td></td>
</tr>
<tr>
<td>Kindred</td>
<td>Supplemental amount for runway marking</td>
<td>$216.63</td>
<td></td>
</tr>
<tr>
<td>Laramore</td>
<td>Supplemental amount to complete overlay on runway pavement and ramp seal coat</td>
<td>$1,923.16</td>
<td></td>
</tr>
<tr>
<td>Lisbon</td>
<td>Tractor, snow blower and mower to maintain airport</td>
<td>$3,362.50</td>
<td></td>
</tr>
<tr>
<td>Lisbon</td>
<td>Supplemental for seal coat contract and for lighted windsock, painting runway centerline and numerals</td>
<td>$1,524.61</td>
<td></td>
</tr>
<tr>
<td>New Rockford</td>
<td>Install mercury vapor beacon light on airport</td>
<td>$200.00</td>
<td></td>
</tr>
</tbody>
</table>

Total—$49,382.27

FAA Repair Station No. 719-22

Covington Aircraft Engines, Inc.

Major Overhauled Engines

Specializing in Pratt & Whitney R-983-AN1 or 14B R-1340-AN1

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March 1983

Around the State

Aviation briefs

New service

Resumption of scheduled airline ser- vice between Bismarck and Grand Forks, whenever its duration, should be hailed by both communities.

The North Dakota Aeronautics Com- mission last month granted Northern Airlines of Grand Forks a certificate permitting them to provide twice daily direct flights between the two cities.

This can cut at least six hours from the round trip travel time between the state's second and third largest communities, one containing the Capitol and the other containing the University of North Dakota.

In addition, Northern was allowed the option of one intermediate stop, which means that if found economically feasible, the afternoon flight to Grand Forks could also land at Fargo.

During the Commission hearing, it was tactfully admitted that the service was established primarily for the legislative session, with the hope that this could provide an economic base upon which the service could be continued.

Let us hope that the expectations are realized and that citizens of both com- munities do everything practical to en- courage the new venture. Congratulations are in order to Northern and we extend our best wishes for its success.

(Grand Forks Tribune)
INSERT WIDE SCAN HERE
Avoiding a problem

Recently the EPA canceled most registered uses of toxaphene insecticide. However, the cancellation provides for continued labeled uses of toxaphene, until specified dates, in order to avoid a gigantic disposal problem.

According to Dean McBride, extension entomologist at North Dakota State University, the points of most immediate importance to sellers and users of toxaphene in North Dakota are as follows:

Toxaphene products that are in the dealers' or distributors' possession or in the channels of trade may be sold, shipped or distributed for use in accordance with the labeling accompanying the product until Dec. 31, 1986. These products may be used until Dec. 31, 1988.

Existing stocks in the hands of users on or before Dec. 31, 1986 may be used according to existing labeling until Dec. 31, 1988.

Existing toxaphene stocks of any type may not be sold, distributed or used after Dec. 31, 1986 with the following exceptions:

Toxaphene registrations will continue for: (1) dip and spray machine application for scale control on cattle and sheep; and (2) approved demonstration emergency uses for armyworm, cutworm and grasshopper control on corn and small grains.

Any continued use of toxaphene must be labeled or bear supplemental labeling for restricted use only by certified applicators, advises McBride. For on-farm applications, flagging must be by fully automated devices or human in usually enclosed vehicles. Anyone applying or handling toxaphene products must wear a hat, impermeable gloves and boots or boot covers, long sleeved shirt, long pants and a respirator. These will not be required for mixers and loaders using closed systems, for aerial applicators in positive pressure cockpits or for other applicators in comparable ground equipment with appropriate filters at all air intakes.

Few are on farms

WASHINGTON, Nov. 16.—About one person out of 40, or 2.5 percent of the nation's total population, lived on farms in 1981, according to a joint report released by the U.S. Department of Commerce's Census Bureau and the U.S. Department of Agriculture.

The farm population totaled 5.8 million. This was about 400,000 fewer than the 6.2 million farm residents in 1976, according to Deputy Assistant Secretary of Agriculture J. Dawson Ahalt.

Ahalt said 47 percent of all farm residents lived in the North Central region of the country in 1981. The South, which until 1965 had the largest share of the farm total, ranked second with 34 percent. The West and Northeast contained 13 and 8 percent of all farm residents, respectively, he said.

The median income of farm families continues to lag that of nonfarm families. In 1983, the median income of farm families was $15,735, compared with $23,375 for families not living on a farm, Ahalt said.

A man for the ages

(Quote from Abe Lincoln)

...No other human occupation is so wide a field for the profitable and agreeable combination of labor with cultivated thought, as agriculture. Love of nothing so pleasant to the mind, as the discovery of anything which is at once new and valuable — nothing which as lightens and sweetens toil, as the hopeful pursuit of such discovery. And how vast, and how important a field is agriculture, for such a discovery. The mind, already trained to thought, in the country school, or higher school, cannot fail to find there an exhaustless source of profitable enjoyment. Every blade of grass is a study, and to produce two where there was but one, is both a profit and a pleasure.

A few things coalition won't be

From page 5

pesticide forces the National Pesticide Users Coalition. The key to the success of the new force will be the way in which it will be organized.

Maybe, just to give the antia something to wonder about, we should tell them a few things the new coalition will not be:

1. It will not be supported, advised or joined by any chemical manufacturer.
2. It will support pesticide use, not alternatives to pesticide use.
3. It will not be managed by committee, nor by any national user organization per se.
4. It will not provide any counter-intelligence.
5. It will not be burdened with a large and bureaucratic staff.

Practically everyone is eligible to be a member of the NPUC, farmers, ranchers, pest control companies, growers, right-of-way, developers, florists, nurserymen, town, county, municipalities, and even states and countries. Anyone who can honestly say he is concerned that the antia are a favor of defending the benefit side of the use of economical, safe and effective pesticides has a stake in this battle. You can help end the wanton, merciless destruction of food, animals and people that this one-sided war has caused.

This is the new army of the offense. If you are a pesticide user and can qualify for membership, write to this editor for more information: The National Pesticide User Coalition, Suite 600, 13th and 15th Street, N.W., Washington, D.C. 20005; phone 202-789-2300.

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Use it or lose it

Do you like airports available with instrument approaches? Great! Don't cancel your IFR flight plan out before landing, or at least until you get beyond the initial approach fix. Even when you probably could cancel out, it's recommended that you don't. Your instrument approach is extremely vital in keeping the instrument approach system alive and well. The FAA counts on these approaches which fall under the following criteria:

a. An instrument approach is an approach made to an airport by an aircraft as an IFR flight plan when the visibility is less than three miles or the ceiling is at or below the minimum approach altitude.

b. Where no weather reporting service is available at non-tower satellite airports.

License requirements change

ATTENTION: Flight Instructors and Private and Commercial Pilot Airplane Applicants. Effective November 15, 1982, the cross-country requirements for Private and Commercial Pilot Airplane applicants have been changed. Federal Aviation Regulation (FAR) Parts 61.109 and 61.129 have been amended as follows:

61.109 Airplane rating: Aeronautical experience

1. (a) Ten hours of cross-country flights, each flight with a landing at a point more than 50 nautical miles from the original departure point. One flight must be at least 50 nautical miles with landings at a minimum of three points, one of which is at least 100 nautical miles from the original departure point.

61.129 Airplane rating: Aeronautical experience

1. (b) 50 hours of cross-country flights, each flight with a landing at a point more than 50 nautical miles from the original departure point. One flight must have landings at a minimum of three points, one of which is at least 100 nautical miles from the original departure point.

Annual seminar

The Student Aviation Management Association at the University of North Dakota, Grand Forks, will be presenting the Second Annual Aerospace Seminar on Friday, April 8, 1983. The seminar will be held from 9 a.m. to 5 p.m. During that time, five presentations will be given by aerospace industry representatives and exhibits will be displayed throughout the day.

The Aerospace Seminar is open to the students of UND, representatives of the aviation industry, and aviation enthusiasts in general. It will be held at the Ramada Inn, Grand Forks, N.D. 58201.

Anyone desiring more information may write to Douglas Webber, Student Aviation Management Asso., Center for Aerospace Sciences, University of North Dakota, Grand Forks, N.D. 58201 or call 701-777-2791.

Are you current?

FAA 81.57 says that in the last 60 days, to act as Pilot-in-Command, you must have flown:

- For VFR - 3 takeoffs and 3 landings.
- For VFR Night - 3 takeoffs and 3 landings

In addition, you must be current in the instrument approach procedures for the following:

- For VFR - 3 takeoffs and 3 landings.
- For VFR Night - 3 takeoffs and 3 landings

Dahle heads CAP

Lt. Col. Thomas A. Dahle, Bismarck has been named to head the North Dakota Department of the Civil Air Patrol. Dahle, 46, was appointed by Gov. Allen L. Olson in succession of Col. David E. Wickel, Fargo, whose resignation was effective December 31.

Dahle, a lawyer with the State Department of Human Services has been a member of the CAP for about three years.

The North Dakota CAP, an auxiliary of the U.S. Air Force, is headquartered in Fargo. According to Dahle, 150 to 200 members all are volunteers with the exception of one part-time clerk-typist. The CAP's primary function is conducting aerial searches.

Annual convention

March 13-16, 1983

National Air Transportation Association 31st Annual Convention & Trade Show, Nashville, TN

Opryland Hotel.

For information contact: Cindy Alice (202) 985-6800.

March 1983

Registrations at record level

State aircraft and helicopters registered with the N.D. Aeronautics Commission in 1982 have set a record high, according to Harold Vavra, Director.

A total of 1,602 aircraft and helicopters have been registered in 1982 in North Dakota to mid-November, compared with 1,704 at that time last year, an increase of 52 or 3.4 percent.
We know a lot of people have been waiting for interest rates to drop to buy a new Cessna. So we've dropped them all the way down to 5% for the first 12 months of your purchase contract. And for the balance of the agreement, you'll pay a small percentage above prime.

What's more, there are no prepayment penalties and you can finance up to 80% of the list price! Single engine terms are up to 7 years, piston twins up to 8 years, with 1.5% over prime rate after the first 12 months. Conquests and Citations can be financed up to 10 years, with .75% over prime after the first 12 months.

**152 to Citation II**

You can pick from the entire fleet of Cessnas. From the world's most popular trainer to the world's best-selling business jet. This includes every single we make, 152 to Pressurized Centurion. Piston twins from Crusaders to Golden Eagles. Conquest I and II propjets and Citation I and II business jets.

And no matter which Cessna you choose, it's backed by the most comprehensive service and support organization in the world.

**Limited time offer**

To take advantage of these extraordinarily low rates, you'll have to complete your purchase agreement no later than April 30, 1983.

If you'd like the details on our new 5% financing programs, and information on where to buy the airplane you want, call us toll-free:

1-800-835-0025
(In Kansas, 1-800-362-0356.)