

POST ON BULLETIN BOARD

North Dakota
Aeronautics Commission
Municipal Airport
Bismarck, North Dakota
November, 1959

NORTH DAKOTA AVIATION NEWSLETTER

AVIATION ROUNDTABLES

Pilots, mechanics, operators and the public are invited to attend Aviation Roundtables or forums which will be held both in Minot and Fargo, N. Dak.

The purpose of these forums will be to give everyone concerned a better understanding of the many facets of aviation rules. On the panels to give a presentation will be representatives of Airways Traffic Communicator Stations, U. S. Weather Bureau, FAA General Safety Inspectors both Flight and Maintenance and others. A discussion and question and answer period will follow the presentations.

Pietsch Hangar will be the meeting place in Minot, November 21st with the meeting called for 1030 hours and breaking up early enough to allow those flying in any distance, time to get home before dark.

In Fargo the meeting will be December 5th at 1030 hours in the classrooms of the Air National Guard located on the Field.

It is hoped by all concerned that a good turnout will materialize. With the complexity of this Air Age, it falls to each and everyone of us to use the proverbial few ounces of caution in lieu of pounds of pride and attend one of these meetings. We don't know it all yet and can still learn.

OPERATOR'S MEETING

Hod Hutson, President of the North Dakota Aviation Operators Association, announced that the Aviation Operators attending the Roundtable will hold a short meeting at both Minot and Fargo on the same date. Place and time will be announced during the program.

NORTH CENTRAL TO SERVE REGINA

A recommended decision of Examiner Herbert K. Bryan of the Civil Aeronautics Board of Washington issued Oct. 21, 1959 has stated that: North Central Airlines be authorized to provide service between Minot, N. Dak., Williston, N. Dak., and Regina, Sask. for a period of three years. The service will only be implemented if no exceptions are filed. If none are filed, the CAB will recommend adoption of the Examiner's report and forward to the President of the United States for signature. The order will become effective on date of signature and usually 30 days are allowed for a carrier to implement service.

Exceptions to the Examiner's decision may be filed within 20 days of the date of service and an additional 30 days allowed to file a brief in support of your exception. CAB will then set time and place for meeting, and render decision upon hearing and then forward their new recommendation to the President for signature.

350 NEW PLANE FLYAWAY

1200 Cessna dealers and salesmen from over the entire Nation plus Norway, Denmark, Japan, India, Far East, Canada and Mexico invaded Wichita, Kansas October 25 to 27th to a sales convention sponsored by Cessna Aircraft factory. Dealers attending from North Dakota were Hi Rhonemus of Grand Forks; Duane Strand, Fargo; Bob and Jack Watts, Bismarck; and Vic Wokal of Bowman, N. Dak. All flew home a new 172A with the new swept back 35° vertical stabilizer. Vic Wokal and Jack Watts both maintain that stability has improved immensely from this configuration. A total of 350 aircraft left Wichita on Wednesday for the trip back home representing a retail value of over \$3,500,000. Cessna officials look forward to the next decade as the "Soaring Sixties" and envision the next ten years as one of intensive aircraft sales activity.

WEED CONTROL CONFERENCE

Our good neighbors to the North "Canada", announce the "Western Canadian and North Central Weed Control Conference, December 8, 9, and 10 in Winnipeg. Although no copies of the program are in our office, you may rest assured that an educational and informative program is scheduled.

VOR FEDERAL AIRWAY #481

FAA has proposed a VOR Airway #481 from Fargo VOR to the Grand Forks VOR, also an east alternate. The Grand Forks VOR is now commissioned and is transmitting on 119.4. This is a welcome facility, as we needed it badly. Also a VOR site at Devils Lake would be a godsend.

CAPT. KINCHELOES DEATH CAUSED BY LOW ALTITUDE EJECTION

Capt. Kincheloes you will remember was the former #1 pilot of the X-15 and was killed July 26, 1958 in a F-104 Starfighter ejection bailout at Edwards Air Force Base.

The USAF statement said that the cause of the crash was undetermined and Capt. Kincheloes' death was caused by ejection with insufficient altitude for a downward ejection as used on the earlier F-104's. Later models now all have upward ejection.

U-2 LOCKHEED

Minot AFB has been the test site for the new mysterious U-2 long-winged bird. What its missions are is not for telling, although its ceiling is reported to be well in excess of 70,000 ft.

BISMARCK TO BE RADAR TARGET

E. R. Cuesada, Administrator of the FAA and General Thomas S. Power, Commander-in-Chief of the Strategic Air Command, have announced the establishment of seven special air routes within the United States for use of B-47 and B-52 jet bombers as all-weather, day and night low altitude training missions. The routes will be used starting November 23, 1959. Code name is "Operation Oil Burner" and is designed to provide accelerated operational training for the nation's primary striking force in bombing techniques.

The two routes that intersect Bismarck are known as Bear Claw which starts in the west at Great Falls, Montana and Arrowpoint which originates at North Platte, Neb. and comes up from the south. These routes will be flown at altitudes of 1,000 ft. above terrain and run upwards to 20,000 ft. and higher.

The SAC low level missions will be scheduled to avoid peak civil air traffic periods and will receive wide advance publicity on a nation-wide scale. For the benefit of light aircraft operators particularly, the nation's hundreds of small airports will be furnished posters and SAC route information reminding pilots of the possibility of SAC low altitude flights in their vicinity. Air carrier and business aircraft operators will be similarly kept constantly informed on the times and routes of the SAC missions.

The routes will be used five days per week, 10 hours a day, in two five-hour periods and single-plane missions will be conducted at 15-minute intervals over the radar bomb scoring site which, in our case, will be about one mile north of the Capital.

General aviation, and that means all of us, had better keep the old head on a swivel neck and keep the see and be seen policy in force.

Harold G. Vavra, Director of the North Dakota Aeronautics Commission, attended a special briefing at Kansas City, Mo. November 12th held by SAC on Operation Oil Burner. He will explain some of the information he received to the Aviation Roundtable to be held in Minot and Fargo.

With the advent of more heavy military aircraft on the North Dakota scene, light planes are cautioned to avoid wake or vortex turbulence as it is still an unknown factor to many pilots. Engineering studies clearly indicate that vortex turbulence can be great enough to cause structural failure of light aircraft; however, vortices of such destructive magnitude are generally associated with larger civil transports or military craft.

Contrary to popular belief, it is not the "prop wash" or jet exhaust but the severe turbulence caused by wing tip vortices. This is per a statement by both the National Advisory Committee for Aeronautics and Douglas Aircraft.

A paper on this subject issued by the Beech Aircraft Corporation points out that a light aircraft at 100 m.p.h. penetrating the vortices of a large jet aircraft at 90 degrees and one mile behind recorded an acceleration of plus 2.5g's and minus 3.5g's. Other aircraft at greater speeds have measured structural loads as high as 9g's in the wake of a large jet aircraft. The Beech paper states:

"1. If a small plane, flying at cruising speed, observes a jet aircraft and executes an evasive maneuver which increases the load factor to approximately its design limit, then penetration of the wake area could produce load factors in excess of the design values, with structural failure resulting.

"2. If two or more aircraft are flying in formation, or close proximity, the combined effect of the wake could produce structural failures in the small aircraft."

It is unfortunate that vortices are invisible. If they could be seen they would look like a pair of horizontal tornadoes stretching back from each wing tip. For miles astern these compact and fast-spinning air masses stay close together and parallel, sometimes undulating slightly, as a pair. They gradually weaken and die but can remain dangerous until their birth place is far out of sight. Because the real hazard can be many miles astern and since it is not thick nor wide, the probability of running into this insidious danger by chance is extremely slim. However, the result is sure to be startling and may be lethal.

Don't pass close behind any other aircraft; the bigger, it is the more time it should be given. Two minutes should suffice as a working rule. Avoid, when possible, places and altitudes frequented by large aircraft. Areas near high density airports, whether civil or military, should always be suspect. If you are to pass behind a crossing aircraft, change altitude so that you will be at least 100 feet higher or lower, preferably higher, and slow down. If you do get into a bad vortex, your best procedure is to ignore altitude changes and use no elevator control.

GREEN AIRWAY NO. TWO

The FAA, Washington, D. C. has published a notice of proposed Rule Making to eliminate low frequency green airway number two from Seattle, Washington to Detroit, Michigan. In this area, Green Airway Number Two passes through Billings, Miles City, Dickinson, Bismarck, Jamestown, Fargo, Minneapolis to Detroit. The FAA claims that there are less than 6 aircraft movements per day on IFR flight plans using this airway. Pilots, state agencies and other interested persons have until December 1st, 1959 to submit written complaints in triplicate to the Regional Administrator, FAA, 4825 Troost Ave., Kansas City, Missouri.

Harold G. Vavra, Director of the Aeronautics Commission, said it would file an official complaint. He also suggested that interested pilots, operators or organizations file their views with the FAA at Kansas City, Missouri before December 1st.

YOUR FE QUEEN REPORTS by Beatrice Chitwood

What a nice picture of our lovely new Queen and Duchess on the cover of the October Flying Farmer Magazine. It brings back all the wonderful memories of the convention.

The weather just doesn't cooperate with us as far as flying is concerned.

All we have to do is plan to attend a fly-in and it rains.

However, we did attend the Montana fall convention at Havre, October 3rd and 4th and had a very nice time. Our Montana neighbors prove to be wonderful hosts. Special guests included National Secretary Walter Ross and George Brewster, our good weatherman, who this time didn't do any weather-forecasting. We enjoyed the flight very much as the weather was perfect. However, the next day it rained and snowed, so we were real happy to be home.

WINTER FLYING by Jack E. Mathisen, FAA Maintenance Safety Inspector, Bismarck Station.

Winter flying is beautiful and invigorating in many ways, but it can be rugged if a person isn't wise to a few of the do's and don'ts of arctic operations.

Heavy ice on an airplane should be removed with heat or alcohol; a heated hangar; or engine heater or warm sun might do it. There are de-icing fluids available commercially for about \$4.00 per gallon, supposed to be enough for many cleanings -- just pour it on and it breaks loose the ice.

Engines that run too cold should have nose cowl openings partially closed and sump and intake tubes covered. Asbestos winter kits are available for most light planes. Refer to aircraft manual for cowling winterization kits.

Sometimes carburetor idle air settings that were fine last summer are far too lean for below zero weather, have it richened to help prevent engine failures at glides, idling, etc. Approaches should be made with full carburetor heat, and carry a little extra RPM, the engine cools very fast and might not take for a go-around. The more RPM you carry, the more carburetor heat the engine puts out. Be sure to have winter weight oil in your engine. Have the engine primer working good. Most primers don't prime directly into the combustion chambers so pull the engine through a few times to load up engine before trying to start. Let throttle at fast idle and leave it during warm-up. Opening the throttle when engine is still cold will kill the engine, unless primed at the same time. Too much RPM during warm-up will collapse the oil screen leaving the engine without a filter.

Prop up skis to prevent them from freezing down. When you're trying to break loose with full throttle on skis, be sure carburetor heat is off. The additional RPM may make the difference in moving.

One of the most common causes on minor accidents in winter flying is 'dropping' it in from too high and buckling something. A hazy overcast day and snow falling on a lake or airport without tracks or anything to judge your height is a natural to drop it in. Practice your power approaches with a little nose high and feel it down with power. On some days, you can't tell within 20 feet just how high you are above the snow covered landing area. Talk to instructors about this -- it's the same problem as glassy water for a float plane.

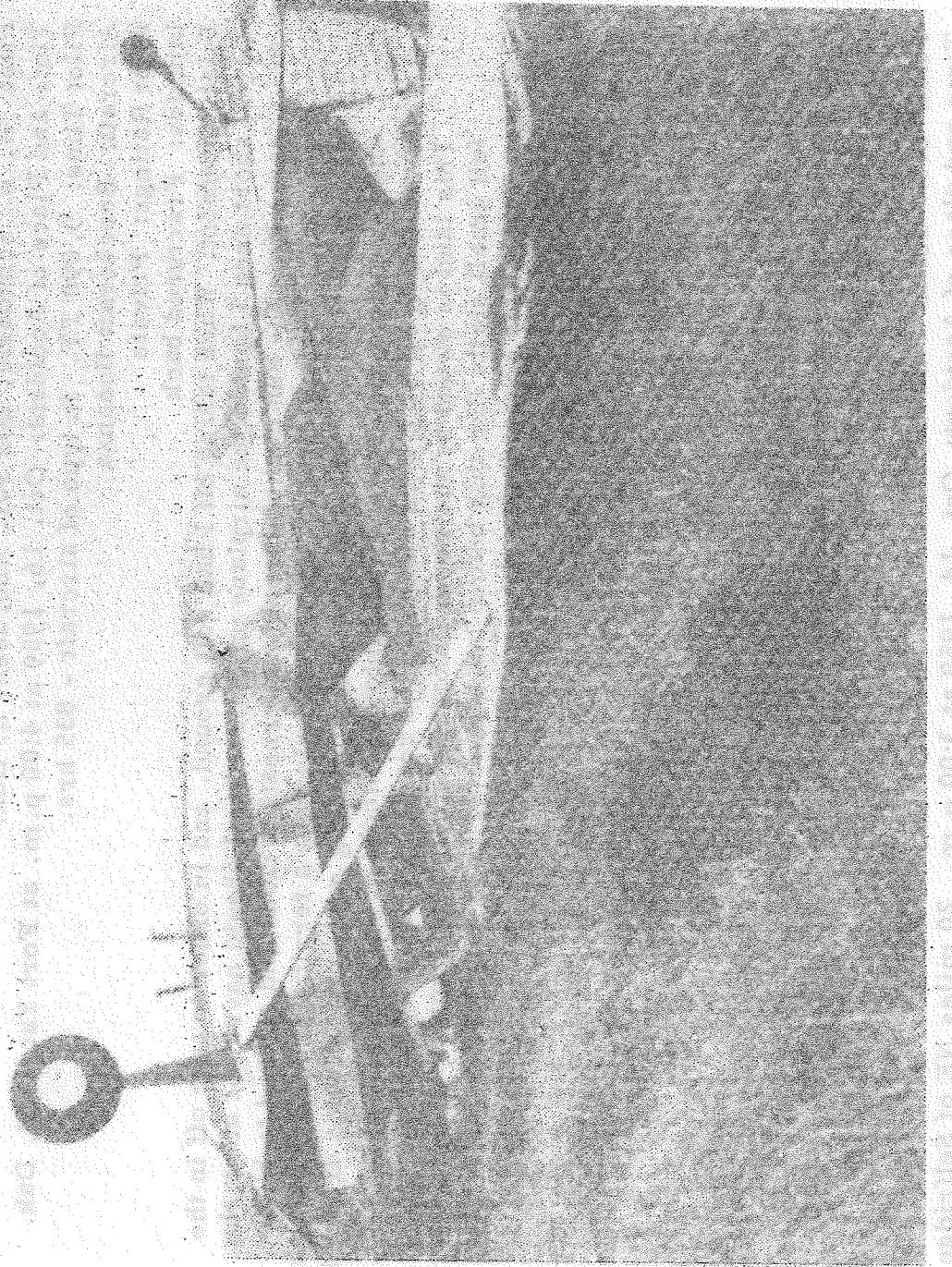
Keep your gas tanks full, "repeat full", when stored to prevent fuel lines from freezing up -- this is important. Baby your battery as a cold soaked battery has only a fraction of its warm weather output, and they won't charge up fast in below zero weather. See that the charge rate is up, and don't add water outside to a battery that might be able to freeze up because of a diluted electrolyte.

Last but not least, take care of you. Wear proper clothing including foot-gear and mittens. Guard against perspiring. Watch out for frostbite and lung frosting. These few suggestions might be old stuff to some of you, but to the un-initiated, read and heed -- it might be a big help sometime. Be prepared and enjoy winter flying.

FEDERAL GAS TAX REFUND

The Federal Government has, and we are very happy to pass this information along, decided to refund to non-highway users the additional 1¢ gas tax that went into effect October 1, 1959.

The Federal Register of Wednesday, October 28, 1959 carries this information that: The Secretary or his delegate shall pay (without interest) to the ultimate purchaser of such gasoline an amount equal to 1 cent for each gallon of gasoline so used on which tax was paid at the rate of 3 cents a gallon and 2 cents for each gallon of gasoline so used on which tax was paid at the rate of 4 cents a gallon.



(HALVORSON) MARGINAL WEATHER ACCIDENT

Pilot: Richard D. Halverson, Hettinger, N. Dak.

Time and Place of Accident: Oct. 28, 1959 at 8:45 p.m. 26 miles WSW of Minot, N. Dak.

Aircraft: 170B Cessna

Pilot Time: 259 hrs. 117:50 in this type aircraft.

Pilot Ratings: Private

Injuries: Gash over right eyebrow, facial lacerations.

Aircraft damage: Total

Pilot Statement: Flying at 4500 MSL, called DIK about 12 miles SE on a flight

Hettinger to Minot, filed a flight plan. Reduced altitude to 3500 MSL SW of Richardson and over Beulah, N. Dak. On crossing the south shore of Garrison Reservoir, I was down to 2500 MSL. Somewhere NW of Garrison, N. Dak. I was down to 2300 MSL. Next thing I was in the clouds and I attempted a 180° to the left to get out of it--this is all I remember.

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Pilot: Wayne W. Lotspeich, Casper, Wyoming.

Time and Place of Accident: Oct. 27, 1959 at 3:30 p.m. 2 miles west of Fryburg, N. Dak.

Aircraft: 182 Cessna

Pilot Time: 11,000 TT.

In this type of aircraft - 1,000 hrs.

Pilot Ratings: Airline Transport

Injuries: None

Pilot Statement: I had landed on the sod pasture 2 miles west of Fryburg, N. Dak. and was taxiing onto an access road that would take me to an oil drilling rig that I was to perform a service. At the time I was taxiing down wind with the wind quartering on my left side. I encountered an incline of approximately 2° which put my left wing that much higher than normal, when a gust of wind hit that I estimated at 30 knots. This caught under my wing and tipped the airplane up on its nose and right wing tip. This caused damage to the prop, cowling and right wing tip.

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Pilot: A. W. Schnuerle, Box 101, Aberdeen, S. Dak.

Time and Place of Accident: Oct. 16, 1959 at 4:00 p.m. at Fort Yates, N. Dak.

Pilot Time: 9,000 TT. In type of aircraft - 835 hrs.

Aircraft: Beechcraft Bonanza

Pilot Ratings: Private

Injuries: Fractured back

Pilot Statement: When taking off I had soft ground, and in order to take off in the short area I hauled the airplane up faster than I should have. At about the same time the sun peeked through underneath a cloud and started to blind me, and taking off directly crosswind I also felt a terrific gust hit me about 40' off the ground. The stall plus the crosswind gust, my left wing dropped and I could not recover and I fell into the middle of the hard gravel road. I was taking off on a burn alongside the road that I had used previously. This land is owned by the North Dakota State Highway Department. I have felt small stalls like this before but had never been caught by a sharp gust at 90 degrees crosswind.

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Pilot: Lester R. Van Raden, Allison, Iowa

Time and Place of Accident: Oct. 15, 1959 at 6:15 p.m. Minot Municipal

Aircraft: 172 Cessna

Pilot Time: 350 hrs. TT

Pilot Rating: Private

Injuries: None

Aircraft Damage: Both wings-tail, both struts, bent prop, fuselage.

Pilot Statement: When attempting to park aircraft a gust of wind flipped aircraft on its back.

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Pilot: S. A. Collis

Time and place of Accident: Oct. 14, 1959 at 3:00 p.m. 20 miles NE of Selfridge, N. Dak.

Aircraft: Aeronca 7C

Pilot Ratings: Private

Pilot Time: 770 hours TT

Injuries: None

Aircraft Damage: Total Loss

Pilot Statement: Carburetor was flooded and loaded engine with gas. Vernon Miller was in control of throttle while Collis was propping motor to clear cut gas. Miller was instructed to close throttle as soon as motor started, after motor started Miller closed throttle part way, then advanced it to full throttle and became frightened and stepped away from the plane, before Collis could get to controls, plane had gained momentum and propellor blast was so strong that controls could not be reached. Attempts were made to halt plane by holding onto wing struts. After plane made app thirty circles and gaining momentum it broke away from Collis & Miller and after circling app ten times more it ran into a buck brush patch which straightened the plane's course of travel, it then took off over a cliff and dived into a cut bank app 1/4 mile from starting point, completely demolishing plane.

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Pilot: Edward F. Feist, Minot, N. Dak.

Time and Place of Accident: November 3, 1959 at 12:20 p.m. 1/2 mile SW of Maxbass, N. Dak.

Aircraft: Piper Tri-pacer

Pilot Time: 116:53 hrs. TT

Pilot Ratings: Private

Injuries: None

Aircraft Damage: Damaged right wing tip.

Pilot Statement: Landed in a field which appeared very good from the air after several passes. Upon touch down noticed it to be soft, but could not pull out as I land at near stall out. Chopped throttle and let roll out. Nosed to the right just before stopping. Right Wing hit the ground. After getting out I found the ground very sandy.

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Pilot: William Verwey, Inkster, N. Dak.

Time and Place of Accident: October 30, 1959 - Inkster, N. Dak.

Aircraft: Aeronca - 85HP

Pilot Time: Unknown

Pilot Rating: Student

Injuries: Broken leg and foot plus scalp and facial lacerations.

Aircraft Damage: Unknown
Accident investigated by D. S. Knutson, N. Dak. Highway Patrolman of Grand Forks
N. Dak.

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Bison, S. Dak.

Two Bison men were killed November 6, 1959 when the Tri-Pacer they were fox hunting with crashed.

Sheriff Al Wessel said the bodies of Myron Goff about 45, and Alvin Kolb about 25, were found in the demolished plane by searchers Saturday morning at dawn.

AIRPORTS & OPERATORS

Carrington - Harold G. Vavra representing the North Dakota Aeronautics Commission, and three local pilots, of Carrington, Calvin McAfee, Ben Schuster and Don Jenson, appeared before the board and spoke on the need of runway lighting for Carrington recently. The city has authorized the purchase of a lighting kit for a cost of approximately \$885.00 which will light 3,000 ft. Installation is very simple and can be accomplished for very little as the cable can be buried by a trencher of the type used by telephone companies or a soil conservation tree planter can be used.

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Minot - Gerhard Pietsch, radio technician of Pietsch Flying Service, now has a fully equipped and approved radio shop located at the Minot International Airport. The flying service has dealer and distributorships from NARCO, and dealerships for mobile two-way radio. Mr. Pietsch has considerable experience in radio work dealing with navigation and communication radios of aircraft.

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Airport Inspections:

The following airport inspections were made on November 2, 1959 prior to the last snow:

Towner - NE-SW runway fair condition. Recommended to city that several large badger holes be filled in middle of NE-SW runway. City has agreed to repair all markers in winter and in spring to take action to smooth the NW-SW and NE-SW runway and install new markers showing location of runway. NW-SE runway is very rough in spots.

Bottineau - Old airport west of City is not usable due to melting of about 15 inches of snow. SE end of airport covered with water. Runway too soft to be used by any aircraft. New Airport east of Bottineau is too soft to be used due to snow melting, pending freeze-up.

Westhope - Newly constructed NW-SE runway in good shape. No water on runway.

Mohall - Runways in good condition.

Dunseith - Runways soft but in fair condition.

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Bismarck - The installation of the high light intensity approach system has been completed by the contractor and the system has been flight checked at all intensities. According to W. H. Rova, FAA Chief of Bismarck Airways Technical Field Office, five different settings of light value are available at the pilot's request. The setting for normal use is No. 1 with the 5 position being ultra bright. Pilots have only to ask for more intensity and ATG personnel will increase intensity.

Bowman - Wokal Flying Service of Bowman, as their contribution to the gala celebration Bowman thru to mark the completion of their extensive paving project, flew some 200 passengers October 3rd. Three aircraft were used and flights were made until dark with many people being turned away because of darkness.

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WANTED TO HIRE - - Commercial, Flight Instructor Pilot on full time basis.
Apply in person to Capital Aviation Corporation, Bismarck Municipal Airport,
Bismarck, N. Dak.

FOR SALE - - Lear LTR6-B Omni Transmitter and Receiver with 6 crystals and
VHF Receiver, low frequency receiver, omni-scope and amplifier. Complete gear
in good working order, less antenna for \$350.00. Contact Capital Aviation Corp.
Telephone - Capital 3-0260, Bismarck, N. Dak.

FOR SALE

1950 - PA18 - 115 HP, recovered 1958 (Red & White), 70 hours since top
overhaul, good shape. Will sell with or without new Sorenson belly tank, 70 gals.
Bob Meier, Devils Lake, N. Dak. Telephone - Mohawk 22884.

1957 PA18A - 150 HP, VHF Narco Super Homer, 12 channels. Total time
on engine and airframe 555 hours. Bob Meier, Devils Lake, ND. Tel. Mohawk -
22884.

1 Pr. A-1500, Federal Aircraft Skis, complete with riggings, Good
condition - - - Price \$50.00.

1 Continental A-65-8F engine, complete, Price \$100.00.
Contact Harley Gilbertson, Flora, N. Dak. Phone - GE 8-2613

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See Wokal Flying Service in Bowman if you want good clean late model
Cessna Aircraft. We have on hand 2 - 1959, Model 175's; one 1959, Model 172;
one 1958, Model 172; one 1959, Model 150. Also 1956, 170B with 550 hours TT,
very clean and one, 1946 Ercoupe. We will trade in most anything.