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.

Pietzsch 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 at a sales convention sponsored by Cessna Aircraft factory. Dealers attending from North Dakota were Hi Rhonomus 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.
WAKE OR VORTEX TURBULENCE

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 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, the better; 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 FF CUEEN 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.
Pilot: Richard D. Halvorson, Hettinger, N. Dak.

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

Aircraft: 170B Cessna

Pilot Time: 259 hrs., 117:30 in this type aircraft.

Injuries: Gash over right eyebrow, facial lacerations.

Aircraft damage: Total

Pilot Statement: Flying at 4500 MSL, called DTR about 12 miles SE on a flight between Minot and Bismarck. 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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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. 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 20° 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 airframe up on its nose and right wing tip. This caused damage to the prop, cowling and right wing tip.
I found the ground very sandy.

As I looked out over a Hill and down into a valley, I noticed a field which appeared very good, from the air.

Pilot Statement: Landed in field which appeared very good from the air.

Accident Date: Damaged right wing tip.

Nature: Private.

Pilot's Name: "Private"

Pilot's Rank: "Pilot"

Pilot's Type: "Pilot"

Date of Accident: November 3, 1959.

Time, Date, and Weather: 1:15 p.m., 1/2 mile SW of Mandan, N.D.

Weather: "Selene Clear, no rain, N. wind, 50 miles per hour."
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

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.

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 NAKCO, and dealerships for mobile two-way radio. Mr. Pietsch has considerable experience in radio work dealing with navigation and communication radios of aircraft.

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.

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.