MINOT AIR BASE FLY-IN SET FOR AUGUST 15th

Private aircraft pilots from North Dakota, the adjoining States and Canada have been invited by the Commander of the Minot Air Force Base to attend a fly-in breakfast and tour at the Minot Air Force Base, Sunday, August 15th. Canadian fly-in visitors to the base can clear customs on the Base proper at no charge. This no charge pertains to the Air Force Base only. If a landing is effected at the Minot International Airport, the regular fees would be collected.

Breakfast will be served starting from 0800 hours to about 1030 hours and plans call for buses to collect the loads as pilots, and their passengers arrive, taking them to a base dining facility. Cost of the breakfast will be very nominal, not exceeding fifty cents.

The tours will be conducted by the base for these groups as collected on the flight line, and after breakfast a day of many varied activities will begin. For lunch (also Dutch) each group will be taken to any one of the numerous dining facilities of their choice, such as the Officers and NCO clubs, etc. A huge amount of work and planning by base personnel has gone into this event which promises to be a memorable occasion. Cameras are allowed except in a few restricted areas.

The huge base with a population of 18,500 personnel has more on base housing than any other in the world.

Included in the tour schedule are visits to tactical and non-tactical aircraft displays, while a military fly-over and static displays of new aircraft by a number of civilian distributors also will be offered.

Base officials said awards will be presented at the end of the day to the oldest and youngest pilots attending and to the pilot from the most distant point of origin.

Pilots are cautioned to bring their own tie-downs and in the event cross-winds are too strong, landings can be made at Minot International where transportation will be furnished to the Air Base.

Pilots planning to participate are required to fill out a copy of Air Force Form 180, which is available at local airports or can be completed upon landing at the installation, about 12 miles north of Minot along U.S. Highway 83. The form releases the Air Force from liability in connection with the use of the base by the private pilots. Two-way radio capacity is mandatory, according to officials.

Frequencies to be used calling the Minot Air Force Base are as follows:

<table>
<thead>
<tr>
<th>Aircraft transmits on</th>
<th>Listens</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.2</td>
<td>126.2</td>
</tr>
<tr>
<td>122.5</td>
<td>118.5</td>
</tr>
<tr>
<td>122.5</td>
<td>126.2</td>
</tr>
<tr>
<td>118.5</td>
<td>118.5</td>
</tr>
</tbody>
</table>

NORTH DAKOTA AVIATION OPERATORS MEET in Devils Lake, Monday, July 26th

A meeting in Devils Lake, July 26th called by President Bob Wells of the North Dakota Aviation Operators drew a good attendance of aerial applicators.

New Part 137 "Agricultural Aircraft Operations" as printed in the Federal Register of June 24th, 1965 was discussed in detail. The part will have an effective date of January 1st, 1966.

The Operators, after a discussion, voted to petition the Federal Aviation Agency Administrator Wm. F. Mckee to reconider and withdraw Part 137 as not being in the Public Interest. They further voted to make a telephone survey of the Aerial Application Associations of the seventeen states of Arizona, California, Idaho, Iowa, Kansas, Louisiana, Minnesota, Mississippi, Nebraska, Missouri, Montana, Oklahoma, Oregon, South Dakota, Texas, Wisconsin, and Washington, which do 62,248,000 acres of application or over 90% of all the application in the conterminous United States. Of those surveyed, only California indicated that they could live with Part 137 while the balance indicated they would support the North Dakota Aviation Operators' position.

Under Part 137.13 Continuance of existing Authority, it states that "Any person conducting agricultural Aircraft Operations under a certificate of waiver issued by the Administrator that is in effect on the day before the date on which this part becomes effective may continue to operate under that certificate if he applies for an agricultural aircraft operators certificate before the effective date of this part." Under Part 137.19 it also states "(d) Aircraft; The applicant must have at least one certified and airworthy aircraft, equipped for agricultural operation." To the aerial applicator the foregoing Grandfather Clause means that he can qualify under the new part 137 if application is made before the date of
VALHALLA-HASKETT BORDER LANDING STRIP DEDICATED MAY 16th

A new border landing strip on the Canadian side of the North Dakota-Canadian boundary was dedicated and opened on May 16th at Valhalla-Hasket, Manitoba. About 35 Flying Farmer aircraft landed there for the opening from Canada and North Dakota.

The East-West 2,640 ft. X 99 ft. grass strip is located on the Canadian right-of-way adjacent to the International Boundary. There is a ½ mile taxi strip to the edge of State Highway 32, where both U.S. and Canadian Customs are located.

The strip has runway markers and a windsock. Including the taxi-strip overrun, which is equally as good as the runway, the overall length of usable runway is about 5,000 ft.

The Canadian Customs have ruled that no advanced arrival notice is required to land and clear Canadian Customs going north into Canada. No advanced arrival notice is required to clear U.S. Customs, since upon returning from Canada, your aircraft will be landed and parked in Canada.

W. D. FLYING FARMER LADIES AUXILIARY, REPORTS

Mrs. John Kirschman, Past President of the Flying Farmers Ladies Auxiliary reports: We had a wonderful time at Carrington at the State Flying Farmers Convention on June 26-27, even though the weatherman was a bit hard on those who flew. Some had to add extra air miles by flying around the weather, while others had to set their planes down and drive the rest of the way.

Highlighting the meeting was the presence of the International Flying Farmers Queen, Mrs. Lila Eickhoff. She gave a very interesting talk suggesting that ladies should take some flying lessons.

Results of the election of officers for the ladies auxiliary were: Mrs. R. C. Lindemann, Lucca, President; Mrs. Lee Gensrich, Hatton, Vice President; and Mrs. Gene Linderman, Secretary-Treasurer. Directors for the following year are: Mrs. John Kirschman, Regent; Mrs. James Shaw, Minot; and Mrs. Francis Simmers, Jamestown.

AIRPORTS AND OPERATORS

FARGO - Kundert Aviation announces that they are set up to offer a complete INSTRUMENT TRAINING PROGRAM. Of past Instrument students that have taken the course 98% have passed the FAA tests, according to Lee Barnum, Chief Flight Instructor.

Barnum states that the program has two ground school instructors, two instrument flight instructors and complete IFR equipped aircraft. He also stated that you can get your instrument rating in less than a month if you qualify. He said that the entire ground and flight training program, including lodging for two weeks is only $740.00. Accommodations are arranged. For further information write or call Lee Barnum, Chief Flight Instructor, Kundert Aviation, Hector Field, Fargo, N. Dak.

Telephone: 232-2932.

HARVEY - Wayne Robie of Harvey has informed the Aeronautics Commission that the Harvey Municipal Airport has 2,640 ft. of the NW-SE runway lighted and in operation.

HAZEN - Robert Stroup of the Hazen Park Board states that the NW-SE runway of the Hazen Municipal Airport has been extended to 2,640 ft. and has been rolled. Markers have also been repainted and he reports quite a bit of activity because of the Thermal-electrical power plant construction at Stanton, N. Dak.

DEVILS LAKE - Palmer Foss and Bob Meier of Foss & Meier are nearing the finishing touches to a new 60' x 110' hangar.

GRAFTON - Hod Hutson, the Operator and Manager of the Grafton Municipal, has constructed a 24' x 48' office and pilot lounge on the airport. The building also has an attached garage. Hy Rhemus, formerly of Grand Forks, has leased the shop facilities at Grafton, and is offering major and minor A&P service.

BISMARCK - According to Ray V. Heinemeyer, Manager, all pavement on the N-S runway, NW-SE taxiway, ramp, access road and terminal parking will be completed by September 1, 1965. The Terminal Building has a completion date of January 30, 1966 and is nearing 38% of completion, according to Heinemeyer.

BISMARCK - A Unicom has been installed at the Bismarck Municipal Airport. The frequency is 123.0 Mc. Pilots are invited to use the facility.

NORTH DAKOTA FLYING FARMERS ELECT: Elected President at the annual Flying Farmers Convention at Carrington, N. D. was Lee O. Gensrich, Hatton. Other officers named were James Shaw, Minot, Vice Pres.; Harold G. Vavra, Bismarck, Sec.; and Mrs. Elma G. Rambough, Braddock, Treas. New directors named for a two-year term are Herman Johnson, Crosby; Rudolph Johnson, Grafton; R. C. Lindemann, Lucca; and John Kirschman, Regent. Hold over directors, having one year remaining terms of office are Ben Schuster, Melville; Billy Thorsen, Bucyrus; John Fagerland, Noorman; and Clell Rambough, Braddock. Elected director at large was William Homestead, Crosby.

ATTENTION ALL PILOTS: If you haven't already done so, renew your N. D. Airman Registration Certificate now. This will insure the continuation of your name on the mailing list of the Newsletter.
The ground, immediately after an acute angle with the right wing and a little slant to the left into a foot print, again after a high hill, ended at a point near the tree. The tone was short, and there was a slight impression of a slight pressure on the ground. A vertical section of the ground is shown on the map, and the area is crossed by several parallel lines. The ground is well drained and the soil is of moderate depth. The vegetation is sparse, and the aspect is generally flat. The surface is irregular, with a few slight undulations. The drainage is good, and the water table is relatively high. The area is predominantly agricultural, with some small patches of forest. The climate is temperate, with mild winters and warm summers. The area is subject to occasional flooding during the rainy season. The map shows the location of various features, such as roads, streams, and towns. The map is useful for planning agricultural activities, as well as for general land use planning.

**References:**


**Figures:**

- Figure 1: Topographic Map of the Area
- Figure 2: Soil Profile
- Figure 3: Vegetation Map

**Tables:**

- Table 1: Soil Characteristics
- Table 2: Climate Data

**Appendices:**

- Appendix A: Geological Survey
- Appendix B: Geotechnical Data

**Acknowledgments:**

The authors would like to thank the local community and the land owners for their cooperation during this study. This research was supported by a grant from the National Science Foundation.
Pilot: Gale E. Lasher, Bowman, N. D. or 3733 - 13th Ave. S., Minneapolis, Minn.
Time & Place: July 3, 1965, 11:00 a.m., 14 mi. north of Bowman, N. D.
Pilot Time: 1291 hrs. TT, Comm., ASEL, Instrument, Instrument Instructor - Age 31
AirCraft & Damage: Piper PA-11, N 8769, Aerial Applicator - Damaged Prop, Cowling, Carburetor, landing gear, ring wing and struts, left wing struts, fuselage, left elevator and horizontal stabilizer.
Pilot Statement: I was spraying 1/2 mile south of the highway 67 and west of white buttes. The strip layed west to east. As I was turning towards the strip flying down the butte, on making my second swath on the north side of the strip flying down the butte, I cut off halfway down the field and started my pull up to give me enough room to clear the low hills rising from the north north east of the wheat strip. As I started my turn toward the hills I evidently ran into some thin air and my airspeed dropped to just above stalling and I was unable to gain speed to climb over the hills to my left or make a turn to my right because of my proximity to a ridge ahead of me and to my right, so I flew straight ahead up a small ravine. When the airplane was just about flying I saw a slightly level spot to my left and turned the plane toward it, the plane stalled out and it hit flat on its belly on the level spot and skidded forward about thirty feet and spun around. The accident did substantial damage to the plane but I sustained no injury.

Pilot: Orville Sorum, Pelican Rapids, Minnesota
Time & Place: May 6, 1965 - 8:45 a.m.CST - 8 mile southeast of Williston, N. Dak.
Pilot Time: 1900 hrs. TT, Private SEL - Age 57
AirCraft & Damage: Left and right wings damaged, outboard of lift struts & prop bent. INJURIES: None (Type aircraft - Cessna 180)
Pilot Statement: Because of low ceiling and flooded conditions of the river I became confused as to where I was at & decided to land in a road and inquire as to my position. I landed in a gravel road close to a farm house. I made a normal landing and was rolling along just fine until it slowed down and about stopped and then it sunk down in the mud and turned over on its back, real slow. The prop was bent and the wings was damaged outboard of the lift struts. No one was hurt.

Pilot: Robert D. Wood, 1210 Oak St., Grand Forks, N. Dak.
Time & Place: May 13, 1965 - 5:30 p.m. CST - Nekoma, N. Dak.
Pilot Time: 1500 hrs. TT, Commercial, ASEL & MEL, FI - Age 20
AirCraft & Damage: Cessna 180 - Damaged Prop, Horizon, Stabilizer, right elevator, right strut. INJURIES: None
Pilot Statement: Aircraft settled back down on takeoff forcing me through a fence.

Pilot Time: 3450 hrs. TT, Comm., FI, ASEL, SEA - Age 28
AirCraft & Damage: Bell Helicopter - demolished. INJURIES: Crew - serious; Passenger - minor
Pilot Statement: While making an auto rotational descent and planning a power recover, apparently the engine failed due to carburetor ice.

Time & Place: May 22, 1965 - 4:45 p.m. - Michigan, N. Dak.
Pilot Time: 32 Hrs. TT, Student - Age 20
AirCraft & Damage: Cessna 150 - Damaged engine, landing gear, fire wall, wing INJURIES: None
Pilot Statement: Beginning return leg of cross country from Grand Forks to Michigan, N. D. and back. I was leaving Michigan at 4:45 p.m., Sat., 5/22/65. Upon takeoff, the plane struck a soft spot in the turf runway which ran the nose into the ground.

Pilot: Ernest J. Halco, #34 Valley Ho Trailer Court, Grand Forks, N. Dak.
Time & Place: June 1, 1965 - 4:30 p.m. - 15 mi. N Mapes, N. D., Missile Site
Pilot Time: 2300 hrs. TT, Commercial ASEL - Age 37
AirCraft & Damage: Cessna 180A - Damaged Left Elevator INJURIES: None
Pilot Statement: Landing at Missile Site F-O from North touch down on road; roll out on landing roll; set tail wheel on ground; gust hit plane from left; moved tail around; plane slid into ditch catching elevator on bank.

Pilot: Fridolin A. Duss, 4705 Holly St., Kansas City, Missouri
Time & Place: June 7, 1965 - 1508 hrs. - Grand Forks, N. Dak.
Pilot Time: 143 Hrs. TT, Private ASEL - Age 33
AirCraft & Damage: Piper Cherokee - Damaged left wheel, front wheel and engine block removed. Propeller damage. INJURIES: None
Pilot Statement: Came in for landing, hold very hard against crosswind. Touched down, left wing was lifted lightly, when front wheel touched ground, plane went off the runway. I also bounced, tried to flare out but then the wind really started to lift left wing. The grass was rather soft -plane however did not turn over. Result: front and left wheel torn back. Possibly engine block moved toward cockpit. Propeller damaged.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.

For Sale: 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS, 100% Title, 1800 sq. ft., Super Club, 150 Super Club, 1080 Pembridge, 560 HRS, Show 560 HRS.