

MERRY
CHRISTMAS

HAPPY
NEW YEAR

NORTH DAKOTA
AERONAUTICS COMMISSION
BOX U

BISMARCK, NORTH DAKOTA

NOVEMBER, DECEMBER, 1965

NORTH DAKOTA AVIATION NEWSLETTER

NORTH DAKOTA AVIATION OPERATORS ASSOCIATION ANNUAL CONVENTION FEBRUARY 4th & 5th, 1966

Bismarck has been chosen as the site of the annual North Dakota Aviation Operators Association Convention to be held Friday and Saturday, February 4th and 5th, 1966, according to Robert Wells, Langdon, President of the Association.

Wells stated that the Aviation Operators Association had reached a point wherein the time had come to expand and encompass all facets of aviation, such as Airport Operators, both public and private, fixed base operators, flight instructors, agricultural operators, business aircraft owners and all general aviation pilots.

Wells noted that the original Articles of Incorporation of the Association filed with the Secretary of State back in 1948 state that the purpose of forming the Association were "To promote, develop and encourage the aviation industry in North Dakota; To foster and encourage public opinion on aviation matters".

With this as the primary purpose he said, we hope to live up to this concept. He issued an invitation to all Airport Authority personnel, City Council and Aldermen, who have airports in their charge and anyone interested in airport operations, to attend this convention. General aviation pilots are also invited he added, and of course all wives are welcome and urged to attend.

Special events are being planned for the ladies and we want to make this convention a highlight for them.

Wells said that the convention will invite manufacturers and distributors of aviation products and related products to display their wares.

The Convention has been divided into four major sections that will run concurrently. The Sections and Chairmen are:

1. Airport Proprietors and Operators Section
Chairman - Jack K. Daniels, Williston
2. Agricultural Aviation Section
Chairman - James Montgomery, Grand Forks
3. Flight Instructors Section
Chairman - Ray Horne, Penn
4. General Aviation Section
Chairman - James Peterson, Fargo

The Call To Order will be at 1000 hrs. CST on February 4th with the Sections 1 and 3 starting the meeting, while Sections 2 and 4 will be part of the afternoon agenda. A Banquet with a noted speaker is planned for Friday night and the General business meeting will conclude the affair Saturday morning.

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HEARING ON WEATHER MODIFICATION AND AERIAL CROP SPRAYING RULES SET FOR FEBRUARY 5TH.

The North Dakota Aeronautics Commission has set Saturday, February 5, 1966, at the State Capitol, Bismarck, as the place for a dual public hearing, one on proposed rules and regulations to implement the new Weather Modification Act and the other to consider up-grading state regulations relating to aerial crop spraying.

A hearing for persons interested in "Weather Modification Rules" is set for 10:00 a.m. on February 5, 1966 in the State Capitol and in the afternoon on the same day, a hearing will be held by the Aeronautics Commission at 2:00 p.m. to review state aerial spraying regulations with consideration given to up-grading the rules. The present state aerial spraying regulations were last reviewed in March, 1960.

All persons interested and the general public are invited to both hearings at the large hearing room on the ground floor of the State Capitol Building.

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AIRPORT AUTHORITY GAINS NEW MEMBERSHIPS IN STATE -- MORE MEETINGS SCHEDULED

Since the last Newsletter was published, the City of Beulah has formed a Municipal Airport Authority. The Beulah Authority has leased the private airport SW of town and hired an engineer, who is drawing up plans and specifications for the hard surfacing of a 3,000 ft. NW-SE runway there.

In mid-December, the Aeronautics Commission has scheduled meetings at Bottineau and Langdon, to explain how a Municipal Airport Authority may be created by the governing bodies for the management, operation and improvement of the existing public airports at Bottineau and Langdon.

Cities in the state with Airport Authorities now include Bowman, Regent, Tioga, New Town, Stanley, Beulah, Kenmare and Carrington. Cities leaning in this direction, but not having acted as yet are Harvey, Wahpeton and Fessenden. Bismarck also has a modified form of Airport Authority. Mandan is becoming interested in the subject.

AIRPORT AUTHORITY - continued

A Municipal Airport Authority can be created by a resolution of a city owning an existing airport, or not having no airport at all. The resolution appoints five airport commissioners, who then constitute a new body corporate and politic, for the purpose of administration of a public airport.

An Airport Authority has broad powers including the power to execute contracts, to plan, establish, and improve the airport; power of eminent domain; and the power to certify a tax levy not to exceed 4 mills to the city that created it for airport improvements. The Airport Authority may issue revenue bonds for improvements without an election.

The Aeronautics Commission has prepared a uniform enabling resolution, which can be used by either a city commission or a city council form of local government, to set up a Municipal Airport Authority. If you desire, a representative of the Aeronautics Commission to meet with your city government or Chamber of Commerce, to explain how it functions and its advantages, please drop the Commission a letter to arrange such a meeting.

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AERONAUTICS COMMISSION PAYS COUNTIES AND CITIES SHARE OF AIRCRAFT FEES

In late December, 1965, the Aeronautics Commission will send checks amounting to \$13,935.78 to 52 Counties in North Dakota, which represents the counties' apportionment of aircraft and aerial spraying license fees collected in 1965. This makes the total state payments to the Counties and Cities for 1965 of \$27,285.59. The counties and cities in the state will receive a wind fall of two payments this year, rather than one payment because of a change in the State Law, which takes effect January 1, 1966. The next payment will not be made until January, 1967.

A total of 987 civil aircraft were registered in 1965 with the Aeronautics Commission, which is a all time high. 307 aerial spraying planes were licensed in 1965, which is also at a high.

The county apportionment of funds amounts to 75% of each resident aircraft registration and 50% of the aerial spraying fees collected. The County Treasurer in turn must pay the proceeds to municipalities or airport authorities in the county owning and operating public airports. The funds are earmarked for airport improvements on a local level. The ten top counties in the state with number of aircraft follow: Cass - 99; Ward 93; Grand Forks - 78; Williams - 51; Burleigh - 43; Stutsman - 36; Barnes & Ramsey Counties tied at 30 each; Walsh - 29 and Bottineau - 28.

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DEVILS LAKE FAA VOR STATION UNDER CONSTRUCTION

Devils Lake, N.D. FAA VOR radio station is under construction on the Devils Lake Municipal Airport. As of December 1st, the VOR building was completed. The VOR equipment is scheduled to be installed in December and January, 1966. The VOR will have remote voice from the Grand Forks FAA Flight Service Station via an automatic relay system, using a land line wire system.

The tentative commissioning date of the new VOR is in January, 1966, but may be later if weather conditions delay installation and flight testing of the installation. Upon completion of the Devils Lake VOR, a new federal victor airway will be designated between the Devils Lake VOR and the Grand Forks VOR. It is anticipated that a "Control Zone" around the Devils Lake Airport will be established at the time of commissioning of the new victor airway.

The Devils Lake VOR is the end result of a drive started in 1963, when the North Dakota Aeronautics Commission with the support of the N.D. Air National Guard, petitioned the U.S. Senate appropriation committee, Washington, D.C., for the funds to be added to the FAA budget for the purpose of installation of a new VOR at Devils Lake, N.D., including an instrument landing procedure and associated airway. More in future editions of the N.D. Newsletter on commissioning date.

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APPLICATIONS SENT OUT FOR PART 137 CERTIFICATE (Agricultural Aircraft Operations)

Form 3873 "Application for Agricultural Aircraft Operators Certificate" under Part 137 of the Rules and Regulations of the FAA Administrator have been sent to all holders of current low flying agricultural waivers by the General Aviation District Office No. 7 of Fargo recently. Along with the application, the GADO suggested that Operators get Part 137 from the Superintendent of Documents, Government Printing Office, Washington, D.C. at a price of 20 cents. On the inside cover of the Part, is an order form wherein all changes to Part 137 can be subscribed to at no cost from the FAA direct.

Part 137 becomes effective 1 January, 1966 and to be eligible to apply for a certificate under the Grandfather Clause, you must have a current and effective to December 31, 1965 low flying waiver issued to conduct agricultural operations and must have an aircraft equipped for agricultural operations under your control.

Since time is of an essence and as a service to the applicants, the North Dakota Aeronautics Commission has reproduced Part 137 and is sending a copy to all known aerial applicants that were registered with the Commission in the 1965 season.

Of importance is if you as an operator are also engaged in any other activity that requires a low flying waiver such as aerial hunting, pipe line patrol, etc, you must make application for a low flying waiver to cover these activities, as in all likelihood, your waiver covering these activities will also expire Dec. 31, 1965.

INTEREST EXPANDS IN FAA APPROVED SCHOOL FOR AIRFRAME AND POWERPLANT MECHANICS

Thirty-one inquiries have been received by Kundert Aviation Inc., Fargo, from persons interested in enrolling in an FAA approved airframe and powerplant school from North and South Dakota and Minnesota, following a story on the subject in the October issue of this Newsletter, according to Lee Barnum, Chief Instructor.

In addition, inquiries were received from the State of Wisconsin and from an aviation operator in Baltimore, Maryland, asking how such a school could be organized in those areas.

Several aviation magazine editors also made inquiries as to how such a school would function. The manager of aircraft operations for the Firestone Tire-Rubber Co. of Akron, Ohio also wrote and called Kundert Aviation, Inc. making inquiry about hiring a young person who had completed or was about to complete such a course.

Lee Barnum has advised the editor that the whole training package and curriculum has been sent to the approving agency for final review and approval.

The airframe and powerplant training course is being organized under the new Federal Manpower Development Training Act set up by Congress for training unemployed or unemployed persons for new occupations that are in demand in the state.

Once the school is approved and applicants accepted for the aviation mechanic training course, students will have their tuition paid for them by the Federal Government. In addition, trainees that are accepted will be allowed weekly subsistence and housing allowances, which can run anywhere from \$35.00 to \$95.00 per week. The course is planned for 18 months.

Persons interested in the aviation mechanics training course under the Federal Manpower Training Act provisions, who have not done so, should write to Mr. Lee Barnum, Chief Instructor, Kundert Aviation, Inc. (Hector Airport) Box 1467, Fargo, ND.

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NEED FOR AERIAL HUNTING NUMBER ON PLANE RELAXED

The North Dakota Aeronautics Commission has contacted Mr. Wilbur Boldt, Deputy Commissioner of the N.D. State Game and Fish Department and has received assurance that the Game and Fish Regulations requiring numerical marking on the side of the fuselage of the aircraft used for hunting, will be abolished because of conflict to FAA Part 45.

As provided in Part 45, effective January 1, 1966, all aircraft must have, if possible, registration marks of at least 12 inches high on the fuselage or vertical tail surfaces and also provides that no person shall place on any aircraft a design, mark or symbol that modifies or confuses the nationality or registration marks.

It was felt by the Aeronautics Commission and concurred to by the Game and Fish Department that the present system of lettering with 12 inch high letters would give sufficient legibility for identification purposes.

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SHORT COURSE PEST CONTROL

Wayne J. Colberg, Entomologist of Cooperative Extension Service of the N.D. State University announces that a short course on Crop Pest Control will be held in Fargo, January 4, 5 and 6th, 1966. Purpose of the course is to provide background information on pest identification, biology and principles of control. The course will include lectures, laboratory exercises and tours. Subject covered will be diseases, insects, weeds and safe use of pesticides. The enrollment is limited to 30 people and has a \$5.00 charge, so if interested, write to Mr. Colberg for more information.

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EXTENSION SERVICE TO HOLD SERIES OF SPRAY OPERATOR'S MEETINGS

The Extension Service- N.D. State University will hold a series of "Dealers and Customs Spray Operators" meetings around the state in February. Aerial applicators are invited. The schedule follows: Jamestown, February 2; Devils Lake Feb. 3; Dickinson, Feb. 15 and Minot, Feb. 16, 1966. All meetings will begin at 4:00 p.m. Present will be Wayne J. Colberg; Dr. Howard Bissonnette and Dr. Lawrence Mitish, to cover the use of agricultural chemicals from a dealer and applicator viewpoint.

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DICKINSON L/MF FACILITY TO BE RETAINED

The Air Traffic Division of the FAA, Central Region has put out a letter dated the 26th of November, wherein they state that: An operational review of the decommissioning of L/MF at the following facilities listed below, has been made and a decision to retain these facilities has been reached. The letter further states that these facilities have a public need for VFR purposes and will be approved as VFR navigational aids only.

Dickinson, N.D.
Cut Bank, Montana
Dillon, Montana
Livingston, Montana
Pierre, South Dakota
Lewistown, Montana

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ACCIDENTS -

Pilot: William Craig, Bathgate, N. Dak.
Time & Place: July 28, 1965, 8:15 p.m. - 5½ miles east of Bathgate, N. Dak.
Pilot Time: 402 hrs. TT, Commercial, SEL, Age 38.
Aircraft & Damage: Piper PA-18, Damaged left wing tip, left rear strut and windshield. INJURIES: None

Pilot Statement: I was spraying river with brush killer and came in collision with wire across river that I didn't see.

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Pilot: James A. Schneider, 813 W. 18th St., Williston, N. Dak.
Time & Place: August 7, 1965, Williston, N. Dak. 8:20 a.m.
Pilot Time: 12 hrs. TT, Student, ASEL, Age 17.
Aircraft & Damage: Cessna 140, Damaged both wings, fuselage, prop, cowl and motor /mount.
INJURIES: None
Pilot Statement: Landing runway 290°, I made normal glide and good approach. I bounced the airplane when first touched and added throttle. When I hit again I was headed left. I was off the runway and before I could catch on to what happened, headed for a ditch, ending up in a nosed position. It seems to me that I froze for a second.

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Pilot: Arlo B. Grant, Ponoka, Alberta, Canada
Time & Place: August 13, 1965 - 11:50 a.m., Mandan Municipal Airport
Pilot Time: Private, ASEL, Age 42.
Aircraft & Damage: Cessna 170A, Damage unknown. INJURIES: None
PILOT STATEMENT: I left Omaha at 7:40 enroute to Ponoka, Alberta with an intended gas stop at Mandan. I was under the impression that I had 5 hrs. gas. Enroute I encountered head winds which delayed time of arrival, I had called Bismarck tower at eleven fifteen to ascertain location of Mandan airfield, at about this time I ran out of fuel and had picked a field to land when I spotted Mandan field. My altitude was about 1000 ft. and I figured I could land down wind as I did not have height to land into wind, which was about 15 to 20 knots. I tried to slip into runway but had too much speed and only touched runway and skipped a road into a field with bales where it ground looped.

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Pilot: Gordon V. Larson, 3813 Odd's Trailer Court, Minot, N. Dak.
Time & Place: August 14, 1965, 2:45 p.m. - 8 miles South and 2 miles East of Max, N.D.
Pilot Time: 365 hrs. TT, Private, ASEL, Age 40.
Aircraft & Damage: Piper PA-16, Damaged left gear, left lift strut, prop, cowl, INJURIES: None.
Pilot Statement: Landing into NW over power lines onto grassland. After clearing power lines I commenced the flare out. Stall warning system sounded and immediately the craft settled in from about 6 ft. above the terrain, resulting in damage to craft

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Pilot: J. Geo. Brynjulson - Address unknown.
Time & Place: August 15, 1965 - 7:15 p.m., Stanley, N.D.
Pilot Time: 600 hrs. TT, Private, ASEL, Age 46.
Aircraft & Damage: Beech 35, Substantial damage. INJURIES: None
Pilot Statement: On direct path from Minot Radar Base to Williston, visibility 20 miles but thunderstorm about 6 miles north of path also rain shower 5 to 6 miles south of path. These changed to hail made a 180° for Minot but found back door closed. Elected to find landing strip, picked road N-5, checked wind drift. Wind from south made approach and set down on ½ mile of road. On roll out struck mail box and small telegraph pole across from each other. Measured distance between 25 ft., aircraft crossed ditch came to stop 200 ft. from impact. On climbing out, discovered wind from straight north, few minutes later from west.

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Pilot: Glenn H. Larson, Leeds, N. Dak.
Time & Place: September 7, 1965, 11:30 a.m. - 3 miles north of Rolla, N.D.
Pilot Time: 168 hrs. TT, Student, Age 22.
Aircraft & Damage: Aeronca 7AC, Aircraft totally destroyed.
INJURIES - FATAL to Pilot and passenger.
Investigation revealed: The pilot Glen H. Larson, a student pilot with 186 hrs. TT accompanied by Leigh G. Gransberg, age 25, also a student pilot with approximately 28 hrs. had departed the morning of the accident from a farm strip near Leeds. At about 11:15 a.m. they filled gas at Bottineau Municipal Airport, putting in 8.8 gals in the aircraft tank and 5 gals in a plastic Jerry can. They were next observed by two employees of the Jerome Candy Co. of Devils Lake as the plane buzzed the truck in which the men were traveling west on #5 and 281 towards Rolla. The pilot evidently recognized the truck as he had only recently terminated his employment with the firm in anticipation of entering the armed service. The truck drivers again noticed the plane as they were traveling north about two miles south of the U.S. Custom Station when the plane approached from the rear and upon making a turn buzzed them from a headon attitude.

ACCIDENTS - continued

(Glenn H. Larson - Leeds)

The pilot failed to correctly judge the closure rate and in the process of pulling up, struck the truck with his tail wheel and tail section. The tail wheel, its support and the entire rudder was torn from the plane, which then rose into the air about 50 ft. then plummeted to the ground bursting into flames upon impact. A 2-22 Savage Rifle and a .44 Cal. Magnum Blackhawk revolver, plus a large quantity of expended ammunition were found in the wreckage. The rear cockpit area was not reduced in volume to any appreciable degree, tending to the belief that had not fire engulfed the crash, the rear occupant may have lived.

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Pilot: John P. Jenson, Box 1402, GrandForks, N. Dak.
Time & Place: August 16, 1965, 6:30 a.m. - 15 miles southeast of Grand Forks Airport.

Pilot Time: 8100 hrs. TT, Commercial, SE&MEL, Flight Instructor, Age 33.

Aircraft & Damage: Boeing 75, Aircraft totally demolished. INJURIES: None

Pilot Statement: Departed the spray strip 2 miles southwest. The engine was running normal to the field which was to be dusted until I backed off power to start my first pass across the field. When I added power, it would not take hold, only in spurts and in trying to get over the road, I stalled the airplane and hit the ground on the other side of the road and ended up on my back.

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Pilot: Joseph P. McFarren, 842A Missouri, Grand Forks AFB, N. Dak.

Time & Place: August 21, 1965, 3:18 p.m. - Grand Forks International Airport.

Pilot Time: 7200 hrs. TT, Commercial, ASE&MEL, Flight Instructor, Age 37.

Aircraft & Damage: Cessna 140, Damaged nose gear strut, propeller. INJURIES: None

Pilot Statement: During the Student's flare prior to landing, the student pilot made a quick abrupt pitch attitude change. The nose wheel contacted the runway surface with a force sufficient to shear the nose strut of the aircraft's modified MET-CS-Aire landing gear. Within seconds, the aircraft main wheels were rolling on the surface of the runway as in a normal landing. As the speed of the aircraft decreased, the nose of the aircraft lowered into close proximity of the runway surface, resulting in propeller damage. The power had remained at idle setting throughout the flare and landing roll. The aircraft stopped straight ahead on the runway with the engine cowlings resting on the fold under nose wheel assembly. The propeller damage indicates that low throttle setting was used, (propeller bent back) and the blades struck (each blade) approximately six times prior to engine stoppage. Neither fuel nor oil spillage occurred. No fire followed impact.

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Pilot: David L. Pickering, 712 Richmond St., Rockwell City, Iowa

Time & Place: August 26, 1965, 10:30 a.m. - Ashley, N. Dak.

Pilot Time: 1000 hrs. TT, Commercial, SE&MEL, FI, Instructor, Age 25.

Aircraft & Damage: Piper PA-28, Damaged prop, fuselage, left wing tip.

Injuries: None

Pilot Statement: Immediately after take off, gear was raised and power reduced approximately 5-10 seconds later, the engine quit completely. I switched tanks checked mixture, boost pump and pumped throttle. With airspeed of about 100 MPH and only 75-100 ft. altitude, I stopped trying to restart engine, decided to leave gear up, made slight left turn to avoid hitting roadway and landed. Upon touch down, the airplane skidded sideways and stopped.

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Pilot: Wayne Wright, 705-NW 3rd, Minot, N.D.

Time & Place: September 13, 1965, 5:30 p.m. - Minot International Airport

Pilot Time: 14 hrs. TT, Student, ASE&MEL, Age 21.

Aircraft & Damage: Maule M-4, Bent left wing, left landing gear collapsed, bent prop.

Injuries: None

Pilot Statement: It was my third solo landing. I went through the normal procedures for landing and was in the landing roll when the airplane started swerving. I lost control and ground looped the airplane.

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AVIATION_MECHANICS_AWARD_FOR_1966

The N.D. Aeronautics Commission in cooperation with the FAA will make an award in 1966 to the aviation mechanic in North Dakota who makes the most outstanding contribution or suggestion contributing to air safety.

The State winner of this contest will be offered an aviation maintenance training course of their choice at the FAA Academy in Oklahoma City, Oklahoma free of charge.

The N.D. Aeronautics Commission has agreed to reimburse the award winner the travel expense round trip plus certain other allowable expenses at Oklahoma City, provided the total does not exceed \$250.00.

Three judges will select the award winning idea and make its decision known by January 5th, 1966. The award presentation and the maintenance training course will be awarded in the latter part of February, 1966.

The 1966 mechanic award is well worth your time and energy. If you have not already done so, write to the FAA, Box 2128, Fargo, N.D. and request Form #3338 to enter the contest. Entries must be submitted by December 31, 1965.

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FOR SALE: 1963 Cherokee - 235 hp, perfect condition, equipped with a new MARCO Mark 12 - 360 channel and a new 90 channel, Marker beacons, Bendix ADF, 240 TT, Original investment \$21,000. Selling price \$14,000. Can be seen at Kundert Aviation, Hector Field, Fargo. Contact H.Donald Piepkorn, 2005 Broadway, Fargo, N.D.

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FOR SALE: Luscombe 8A, 65 hp, Cont. 185 hrs since complete major. Metal prop, battery landing lights. Make an offer. Ron Polsfut, Benedict, N.D. Tel: 722-4615.

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FOR SALE: Two VC-12 Narco Simplexer transceivers. Used as mobile units for spraying operation. Very good condition. Complete with antenna, microphone and speaker. Contact Gerald S. Rice, Maddock, N.D.

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AIRPORTS AND OPERATORS

Bismarck: Capital Aviation Corporation announced that the Canadian Aeronautical Charts are available and on sale at their offices. These charts show the frequencies and all other important aeronautical data.

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Crosby: This progressive city has completed the NW-SE to the point that it has received a seal coat on the base this fall, however, the mat will be laid next spring. The runway is uscable and in good shape. All other turf runways are useable with the exception of the E-W. Lights and beacons are again operational after relocation

NORTH DAKOTA AERONAUTICS COMMISSION
BISMARCK MUNICIPAL AIRPORT
P.O. BOX U
BISMARCK, NORTH DAKOTA

because of construction. The foregoing information is from Mr. Paul E. Ingvalson, Crosby, N.D.

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Ardoch: Leo Mondry of Ardoch took delivery of a Hughes 300 helicopter recently and Instructor Joe Quinn from Las Vegas had the shock of his lifetime when he made delivery and found not one but nine pupils waiting to learn how to fly the machine. Now he is teaching Mondry, his wife, their three sons, three daughters and a daughter-in-law the art of piloting a helicopter. It usually takes 15 hours aloft before a pupil can solo, so Quinn has settled down for a rather lengthy stay.

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DESIGNATED PILOT EXAMINERS

The following Instructors are the designated pilot examiners within GADO #7.

1. Elton Lee Barnum, Fargo, N.D.
2. Joseph F. Devorak, Fergus Falls, Minnesota
3. Ernest O. Knutson, Tioga, N.D.
4. James T. Montgomery, Grand Forks, N.D.
5. Alfred C. Pietsch, Minot, N.D.
6. Willard A. Riedesel, Park Rapids, Minn.
7. Robert K. Watts, Bismarck, N.D.

They are authorized to conduct flight examinations for private and commercial pilot certificates with airplane single-engine land ratings. Mr. Devorak and Mr. Riedesel also are authorized to conduct airplane single-engine seaplane rating flight tests.

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