

NORTH DAKOTA AVIATION NEWSLETTER

NORTH DAKOTA
AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA
MAY - JUNE, 1966

PUBLISHED BI-MONTHLY IN THE
INTEREST OF AVIATION

UNIVERSITY FLYING CLUB & JAYCEES SPONSORING BIG AIR SHOW at Grand Forks,
June 12, 1966

John D. Odegard, President of the University of North Dakota Flying Club and R.L. McDaniels, President of the Grand Forks Jaycees announced their sponsorship of the "National Air Show" at the Grand Forks International Airport on Sunday, June 12th beginning at 1:30 p.m.

The UND Flying Club is sponsoring a early morning "Fly-In" breakfast at the Grand Forks Airport from 8:00 a.m. to 12:00 noon to be held in the main hangar.

During the morning, new aircraft will be displayed and demonstrated by Cessna, Mooney, Piper and Gyrocopter. Movies in the morning for children.

In the afternoon of June 12th, the UND Flying Club will raffle off a bright and shiny Cessna 120 airplane to the lucky number. Tickets for the airplane are available at \$1.00 each or \$10.00 for a book of 12 from the University of North Dakota Flying Club.

Admission charge to the Air Show is \$1.50. Included with each Air Show ticket is a chance for an all expense paid trip to the Twin Cities for the Twins-Chicago White Sox game on June 18-19th in Minneapolis.

The National Air Show has 35 years experience producing the finest in world championship air show entertainment. The National Air Show is the USA Championship Gold Cup award winning group. It has won the coveted Champion of Champions Trophy three times. It has been featured on the CBS television network Sunday afternoon "Sports Spectacular", also on the NBC-TV on "Danger is My Business".

The Air Show is scheduled to start at 1:30 p.m. and will continue until 3:30 p.m. with a break at 2:30 p.m., when the Cessna 120 will be raffled off.

A temporary control tower will be operated by the Federal Aviation Agency at the GrandForks Airport from 6:00 a.m. to 6:00 p.m. on June 12th. The FAA will provide transmitting and receiving capabilities on 120.7 Mc and receiving only on 122.7 Mc. A traffic control light gun will be available to provide visual signals for aircraft without radio.

Bill Sweet of Columbus, Ohio, famed as the "Voice of the Skyways" will describe the action and color of the Air Show. The ace aviation sporting events director-commentator appears in Zack Mosley's comic strip, "Smiling Jack", as "Bill Sweet", is a show all in himself with his machine gun tempo chatter about the Sky Champions. Bill Sweet also writes a feature column, "Cruising with Bill Sweet", which appears monthly in the Flyer Magazine. The show has its own 250 watt HI-FI Public address system.

Harold Krier flies European style championship aerobatics with a Krier Kraft stressed to 12 G's, including such maneuvers as "The Lomcevak" end-over tumble somersault; "The Avalanche"; "The Jack Hammer"; "The Centrifuse"; "The Cobra Roll"; "Fan Tail Stall"; "Yankee Doodle Loop" and others.

Harold Krier is the world's premier precision aerobatic flying expert. He holds the Champion of Champions Trophy and is a three time winner of the National precision aerobatic contests, flying against the toughest competition in the world of aviation. In 1964, he was the USA Aerobatic team member that represented the U.S. in World Aerobatic Competition in Spain.

NORTH DAKOTA FLYING FARMERS TO HOLD CONVENTION AT GRAND FORKS, JUNE 11 & 12, 1966

Lee O. Gensrich, Hatton, President of the North Dakota Flying Farmers and Ranchers announced that the group will hold its annual convention Saturday and Sunday, June 11 and 12th at Grand Forks at the Westward Ho Motel. Gensrich said the convention dates were set earlier this year to permit a full day of activities at the Grand Forks International Airport on Sunday, June 12th in connection with a Flight Breakfast and Air Show being sponsored by the University Flying Club and the Grand Forks Jaycees.

The convention will be kicked off with a Fly-In to the Grand Forks International Airport for registration on Saturday. Gensrich said the registration will include a complete convention package for two days, including a banquet Saturday night at the Westward Ho Motel; tickets to the Flight Breakfast Sunday at the Airport including a smorgasbord at the Airport Sunday noon and tickets to the National Air Show Sunday afternoon.

Saturday afternoon, the Flying Farmers will conduct their annual business meeting, election of officers and election of the women's auxiliary.

Saturday night will feature the crowning of a Flying Farmer Queen for 1966; a feature speaker, as well as numerous door prizes.

Gensrich said that because of the added attraction of a major Air Show on Sunday afternoon, that invitations would be extended to Flying Farmers from western Minnesota and Manitoba, Canada.

18 FLIGHT INSTRUCTORS COMPLETE REFRESHER AND STANDARDIZATION COURSE

The second annual North Dakota Aeronautics Commission Flight Instructor Refresher and Standardization Course presented with the cooperation of the N.D. Aviation Operators Assn.; Federal Aviation Agency Flight Academy, Oklahoma City; FAA General Aviation District Office, Fargo and U.S. Weather Bureau, Oklahoma City, Oklahoma, was attended by 18 Flight Instructors from various cities of N.D. The course consisted of approximate 25 hours of ground school studies and 6 hours of flying time, per instructor.

Course Director was Vernon H. Baltzer of the Aeronautics Commission, while Lester E. Severance and Erick Andreson were in charge of the Flight Section.

Tutor Pilots were Erick Andreson, Fargo; Ray Clement, Fargo; James Montgomery, Grand Forks; James Peterson, Fargo; Ben Thompson, Minneapolis, Minn.

FAA Academy Personnel were: Pete Campbell, Oklahoma City; Carl Edmison, Oklahoma City; Robert C. French, Oklahoma City; James Shelly, Oklahoma City.

Contributing aircraft were: Beech Musketeer from Flight Development, Inc., Fargo; Cessna 172 - Kundert Aviation Inc., Fargo; Cessna 170 - Orvin Sanden, Wyndmere; Piper 235 - Skroch Aviation, Fargo; Mooney M-21 - Wakefield Flight Service, Devils Lake.

Flight Instructors who completed the course are as follows: Larry Ahmann, Minot; Anne Ross Anderson, Grand Forks; Tom Bailey, Sutton; Vernon H. Baltzer, Bismarck; Carl O. Bensen, Minot, N.D.; R.C. Crockett, Fargo; Martha B. Gaunce, Williston; Leonard G. Krech, Rolla; Bernard Menier, Grafton; O.R. Ness, Lisbon; John Odegard, Grand Forks; Allan Peller, Harvey; Orvin Sanden, Wyndmere; Don Schuster, Grafton; Paul Sorvik, Fargo; Jerold W. Sperle, Williston; Dan Wakefield, Devils Lake; and Phil Weber, New Rockford, N.D.

The North Dakota Aviation Operators Association as a small reward in the interest of a more knowledgeable and safer aviation community, sponsored the awards banquet, held Friday evening for all who participated.

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MINOT'S INTERNATIONAL AVIATION DAYS - JULY 1 and 2, 1966

The Minot Chamber of Commerce Aviation Committee is sponsoring Minot's International Aviation Days July 1 and 2, 1966 at the Minot International Airport.

The week end event will feature a "Flying Treasure Hunt" open to all aircraft with big prizes to the winners. Aircraft entering the Treasure Hunt on July 1st, will depart Minot to Bismarck to Medor (Harold Schafer's Annual Buffalo Barbeque Feed) and return to Minot. The Minot Air Force Base will feature the U.S. Air Force Thunderbird show and the U.S. Army "Golden Knights", a parachute Jump Team. New Aircraft on display and entertainment galore.

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CULBERTSON AIRPORT DEDICATION, SATURDAY JUNE 4th. (CULBERTSON, MONTANA)

In conjunction with renown Culbertson Frontier Days Celebration, the Culbertson Airport is to be dedicated Saturday, June 4th. A free Fly-in Breakfast is to be served from 0600 - 0900 (MST) with a free Barbeque at noon.

Wm. T. Piper, Sr., will dedicate the airport at 1300 MST. Trophys will be awarded for planes and pilots. They will also have a new and antique aircraft display and extend an invitation to all N.D. pilots to come and help in the celebration.

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AIRPORT AUTHORITY: New Airport Authorities have been created in the past month at Cooperstown, Maddock, Valley City and Westhope, making a total of 15 created in the State since the program got underway. Cooperstown, Beulah and Harvey have plans underway to hard surface their runways.

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AIRPORTS AND OPERATORS

FARGO: Skroch Flying has moved into new elaborate quarters recently constructed at Hector Field. The main shop building is 74' X 64' of all metal construction located south of the Airport Maintenance Building. It has a 24' addition along the entire North side that contains the offices, business lounge, rest rooms, parts office and a large section in which they have installed all of the machinery that they have purchased from Harvey Engine Works, West Fargo.

Stage 11 of their construction plans call for the construction of a 100' X 120' low profile heated hangar, sometime in 1966, while State 111 calls for a 120' X 120' unheated storage, later on.

Skroch Flying is an authorized Piper aircraft dealer and they are offering complete shop facilities and flight instruction.

FARGO: Kundert Aviation has received notification that they have been cleared by the Canadian Minister of Transport for a period of five years, Air Transport Board License 301 for Canadian Operating Certificate, International Charter Service based at Hector Field, Fargo, N.D. U.S.A. to points that can be safely served in Canada using Multi-engine aircraft weighing to to 12,500 pounds maximum permissible gross weight under day and night visual and instrument flights rules and single engine aircraft under day visual flight rules only.

BISMARCK: Capital Aviation is now an approved Radio Shop, Certificate #3402. They announce that they are equipped and licensed to service and install all types of radio equipment. The firm is offering a new MARCO, DME/GSI 30 day use it policy to those that qualify under the terms of this trial agreement plan.

CONTROL ZONE VFR WEATHER MINIMUMS

We shall assume that one or more of the following conditions actually existed at the time he entered the control zone:

- ## Analysis

- ❖ ❖ ❖ ❖ ❖

(Clip on line and mail to the
N.D. Aeronautics Commission,
Box U, Bismarck, North Dakota)

[illegible]

ELEVATION MSL _____
 Loc. _____ SEC. _____ QTR. _____ TWP. _____ R. _____

[illegible]

Gas & Oil: (If so, what Octane?) _____

Wind Sock	Yes	or No.	Runway Markers Describe

Remarks: _____

Airport Manager or Person Responsible for Airport _____

Person Making this Report: Name _____ Address: _____

Assume that you plan to make a VFR cross-country flight over terrain which has a constant elevation of 2,900 feet. After charting the course you determine that the true course is 188° and the magnetic variation is 12° E. According to the latest aviation weather and pilot reports there is a broken layer of clouds at 7,000 feet all along the route, and the visibility is unlimited along your intended route. The winds aloft forecast indicates that the higher the altitude the more favorable the wind direction and speed. If you intend to take advantage of the most favorable wind and still comply with Federal Aviation Regulations, you should decide upon a cruising altitude of:

- | | |
|-------------------|-------------------|
| 1) 5,500 feet MSL | 3) 7,500 feet MSL |
| 2) 6,500 feet MSL | 4) 9,500 feet MSL |

Analysis

- 1 - You wish to fly as high as legally possible to take advantage of the most favorable wind.
- 2 - The base of the broken clouds is reported in height above the surface. Therefore, the base of the clouds is approximately 2,900 feet plus 7,000 feet, or 9,900 feet above sea level.
- 3 - Cruising altitude is a level above mean sea level (MSL), but the rules pertaining to the selection of a cruising altitude appropriate to the flight's magnetic course are applicable only when flying at or above 3,000 feet above the ground.
- 4 - This flight will be made at an altitude of 3,000 feet or more above the surface in order to take advantage of the more favorable winds at higher altitudes. Since you will be flying at 3,000 feet or more above the surface, you must according to Federal Aviation Regulations, fly at a cruising altitude appropriate to the magnetic course. In this instance the magnetic course is 176° (true course $188^{\circ} - 12^{\circ}$ E magnetic variation = 176°).
- 5 - A magnetic course of 176° in this case requires that you fly at an altitude (above sea level) of an odd thousand plus 500 feet.
- 6 - In this example, you must maintain a vertical distance under the base of any cloud formation of at least 500 feet. This rules out a cruising altitude of 9,500 feet. You do not choose 5,500 feet since you want to take advantage of better tail winds at higher altitudes. You eliminate 6,500 feet because you must be at an odd thousand altitude plus 500 feet. Therefore, you select a cruising altitude of 7,500 feet, which meets legal requirements and gives you the advantage of more favorable winds.

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REMINDER FROM GADO #_7

This notice is a reminder to all aircraft owners, who operate their aircraft under IFR, that the date of compliance with Paragraph 170 of FAR 91 is August 1, 1966.

"No person may operate an airplane in controlled airspace under IFR unless, within the preceding 24 calendar months, each static pressure system and each altimeter instrument has been tested and inspected and found to comply with Appendix E of Part 43. The altimeter must be tested by an appropriately rated repair station."

Particular care should be taken to retain the repair station repair release tag in the permanent aircraft record as proof of compliance in accordance with FAR 91.173.

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INTERESTED IN A SCENIC SUMMER VACATION SPOT?

"The Idaho Department of Aeronautics is offering special services to all flying groups or individuals who are looking for scenic and recreational places to vacation this summer.

"In addition to offering recommendations to individual aircraft inquiries, Idaho will help plan and offer assistance to flying groups of three to five aircraft or more, a selection of packaged, all-expense, tours.

"If you are seeking a flying vacation in one of the most scenic, untouched states in the nation -- if you would like to vacation on airports scenically located and equipped with camping facilities for flyers only -- if you would like to get your family out where they can hike and climb mountains not overcrowded by people -- send your inquiries to : Idaho Department of Aeronautics, 3103 Airport Way, Boise, Idaho."

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AIR SHOWS

Contact Charlie Leidal for air shows to liven up your flight breakfast, airport dedications or other celebrations. Charlie has a Waco Taper wing, one of the best aerobatic aircraft ever built. Phone 287-2910 Moorhead, Minn., Box 704, Moorhead.

AIR SHOWS

AIR SHOWS

ACCIDENTS

Pilot: Lanny L. Helm, Anamoose, N. Dak.

Time & Place: February 1, 1966 - 11:25 a.m. - 6 miles SE of Rugby, N. Dak.

Pilot Time: 1000 hrs. TT - Commercial, ASEL - Age 26

Aircraft & Damage: Piper PA-11 - Damaged left landing gear and left wing, prop.

Injuries: None

Pilot Statement: On landing, gear broke, causing ski to buckle under plane and left wing and prop hit ground.

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Pilot: Cleve L. Hanson, Box 34, Kenmare, N.D.

Time & Place: February 4, 1966 - 2:00 p.m. - On my farm.

Pilot Time: 494 hrs. TT - Private, ASEL, Age 39

Aircraft & Damage: Aeronca 7AC - Bent propeller, one exhaust stack, bent cowl on bottom, broke landing gear, one longeron, fabric, damage on underside of fuselage.

Injuries: None

Pilot Statement: I was about to make a normal take off on a stubble field on my farm to go fox hunting. I had a partial cross wind. I had just about attained flying speed when I hit a hard snowdrift. The skis caught in the snowdrift and broke the landing gear. I cut the throttle and slid to a stop on the cowl and belly.

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Pilot: Donald O. Koehmstedt, Overly, N. Dak.

Time & Place: February 4, 1966 - 5 miles NE of Upham, N.D.

Pilot Time: 1300 hrs. TT - Commercial, AS&MEL - Age 39

Aircraft & Damage: Piper PA-18 - Damaged right wing tip, prop, cowl gear, tail section.

INJURIES: None

Pilot Statement: In maneuvering the aircraft into a firing position, the right wing stalled. Aircraft was headed directly south at the time and it is believed that even though the wind was light at the time, the shearing effect caused the left wing to come up enough to put the aircraft into a steep right turn from which a recovery could not be effected. Prompt application of full power and control movement would not bring the right wing up. After the aircraft traveled a distance of approximately 200 feet, the right wing struck the ground and then the nose. Aircraft came to a stop approximately 150 feet from point where right wing tip touched the ground first. Aircraft remained right side up and facing SW. The left wing tank was almost empty and the right tank almost full.

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Pilot: Jake Meier, Hurdsville, N. Dak.

Time & Place: February 4, 1966 - 3:00 p.m. - Hurdsville, N.D.

Pilot Time: 4000 hrs. TT - Private, SEL - Age 52

Aircraft & Damage: Piper Cub - Broken wing, broken landing gear, prop, carburetion.

Injuries: Serious

Pilot Statement: Landing from the West and gust of wind caught plane, forcing us into the house.

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Pilot: J. Austin Miller, Box 518, Kalispell, Montana

Time & Place: February 19, 1966 - 2:20 p.m. - Enroute to Bismarck

Pilot Time: 941 hrs. TT - Private, ASEL, Instrument - Age 49

Aircraft & Damage: Beechcraft - Fire burned up voltage regulator, the carpet and insulation, a section about one foot square.

Injuries: None

Pilot Statement: Carpet behind voltage regulator on rear of fire wall became ignited and burned up one square foot of carpet and one square foot of insulation. The leads to the voltage regulator were all burned off and the voltage regulator was ruined. When the mechanic who repaired the plane went into the matter, he found that the carpet on the cabin side of the fire wall had been replaced and that neither the carpet or insulation underneath were flame resistant. Also no metal plate was put between the carpet and the voltage regulator, nor were the normal spacers put between the carpet and the voltage regulator. Apparently the carpet was ignited by the heater or resistor on the back of the voltage regulator being in too close proximity with the carpet and this in turn caused the fire that burned up the voltage regulator.

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Pilot: Ell Torrance, Box 367, Bismarck, N.D.

Time & Place: March 5, 1966 - 12:30 p.m., Bismarck, N. Dak.

Pilot Time: 5000 hrs. TT, ATR, ASEL, Sea, Private Helicopter, Instrument - Age 49

Aircraft & Damage: Brantley B2 - Damaged main blades, tail cone, rear prop.

Injuries: None

Pilot Statement: Departed Bismarck Airport to check on some cattle that were 10 miles south in Missouri River bottom land. I was about 5 miles south of Airport and saw truck that my partner was driving who had been down to look at cattle. I circled over truck and was descending to possibly land by truck and talk to partner. Engine suddenly lost power. I was about 300 feet high and could not hold altitude. Checked mags and OK, but very little power. Picked cleaned field and set down ship. Field had steep slope and in landing, hit tail down, which got rear prop. Have not determined cause of engine power loss yet.

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FOR SALE: 1963 - Cessna 172, partial panel, recliner seats, rotating beacon, Mark 4 radio, 580 hrs TT since new, fresh annual. Contact Earl Milbrath, Bottineau, N.D.
Telephone: 228-2360

FOR SALE: 1949 Erco Coupe Model G, One of last 10 built by Engineering & Research Corp. Some modernization has been made each year. Last annual July 30-65, been flown but 1:25 min. since, Cont. 85, McCauley Klip tip prop., Nova-Tech. TR 102 CAP. radio, primary panel, plus 8 day clock, TT 608 hrs., new tires last year, not over 10 landings on them, always hangared. Contact Ely S. Wright, Haynes, N.D.

FOR SALE: Cessna 180, 1956, 0470 Engine, 1757 TT, 400 hrs, Chrome cylinders, King KX150, Lear ADF, Lear LTRA-6 with meter and type acceptance, Full panel, new upholstery, new tinted windshield, new tailwheel, Tactair T-101 Autopilot, Rotating beacon, Carb air temp, 6 cyl. primer, new oil cooler, heated pitot, ground service plug, excellent condition, always been hangared, never out of the Midwest. Contact R.W. Stolz, 815 - 4th St. S.E., Jamestown, N.D. Tel: 252-3049

WANTED: Piper PA-11 or 135 with sprayer. Contact Ray Horne, Penn, N.Dak.

FOR SALE: Bonanza-J, Mark XII, ADF Lear, price \$14,000.; 1965 Cherokee 140, \$8,100. 1962 Cessna 150 - \$5,400.; 1955 Cessna 180 - \$7,200.; 1965 Pawnee 235 - \$11,900.; 1955 Super Cub 150 - \$4,200.; Stearman 300 HP - \$5,400.; Cessna 150 Trainer, New \$7,600.; 1962 Cessna 172 - \$7,800.; 300 Lycoming Engines 0-time - \$1,250.00 each. Contact Grand Forks Air motive Inc., Box 1402, Grand Forks, N.D. Tel: 772-6322

NORTH DAKOTA AERONAUTICS COMMISSION
BISMARCK MUNICIPAL AIRPORT
BOX U
BISMARCK, NORTH DAKOTA

Margaret Rose
Historical Society
Liberty Memorial Bldg.
Bismarck, N. Dak.

FOR SALE: 1959 Cessna 310C, Full IFR equipped, very clean; 1963 Cessna 205, Equipped with MK-12-360, VOA-5, MK-6, ADF 30-A, EGT, GSP, RB, 3 light marker, heated pitot, non-congealing oil cooler, long range tanks, with or without major; 1965 Skylane TT500, MK-12-360, VOA-4, ADF 31, GSP, heated pitot, RB, non-congealing cooler; 1966 Skyhawk, 220 TT, Nav Comm. 300, GSP, beacon, ready to go, loaded with extras; 1965 Skyhawk, coming in two weeks, 371 TT, MK-3, All extras, clean. Also coming in is a 1959 Skylane with low time, SMOH. Contact Bob Howard, Capital Aviation Corp. Bismarck, N.D. Tel: 223-0260

FOR SALE: Approved aerial spraying report forms used by many, triplicate, padded forms. Contact R-L-M Printing, Attn. Richard L. Meyer, P.O. Box 1168, Minot, N.D. or phone 833-6239

FOR SALE: 1961 PA-18-150, Deluxe, 940 TT, 100 STOP overhaul, 90 gal Sorenson sprayer price \$5450.; 1952 PA-18-135, 1350 TT, 100 SMOH, recent periodic, \$3,650.; 1966 PA-25-235 Pawnee, Med. Den. Sprayer, call for sharp deal; 1964 PA-18-150 Deluxe Super Cub, 290 TT, primary panel, landing lites, Scott Tail wheel, 75 gal Sorenson sprayer, \$8,250.; 1951 PA-18-135, 80 hrs. on new engine, 90 gal sprayer, new cover, wings, \$4,450.; 1946 J-3 Cub, 0 SMOH, \$1,475.; 1958 Cessna 172, full panel, dual Omni, 900 SMOH, new interior; 1961 Cessna Skylane, 0 SMOH, Dual Omni, ADF, DME, loaded with equipment, call for price; 1962 Beech Debonair, 525 TT, full panel, MK 12-360 VOA4, MK2, ADF, T-2 Auto pilot, like new, \$16,900.; 1959 PA-24-180, 750 TT, 300 since top, new 4 ring pistons & valves, MK12-369-VOA 4, 3 light marker beacon, MK 12-90 VOA 4, full panel, Bendix ADF T-12 Broad band antennas, October annual, new prop \$12,900; 1959 PA-24-180, 1050 TT, 780 on new factory engine, MK 2, ADF-full panel, Feb. annual, new tires, custom leather interior. Write or call Mid-State Aviation, Inc., Box 1014, tel: 223-6862, Bismarck, N. Dak.