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. They have 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 Grand Forks 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 transmitting 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 Air Shows" will describe the action and color of the Air Show. The face aviation sporting events director-commentator appears in "Jack Hammer's" comic strip, "Smiling Jack", as "Bill Sweet". is a show all in himself with his machine gun tempo chattering 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 HFI Public address system.

Harold Krier flies European style championship aerobatics with a Krier Kraft stressed to 12 G's, including such maneuvers as "The Longevak" end-over-tumble somersault; "The Avalanche"; "The Jack Hammer"; "The Centrifice"; "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 title of Champion of Champions and is a three time winner of the National Precision Aerobatic Contest, 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.

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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.

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A pilot plans a VFR cross-country flight with his destination airport located in a control zone. The terminal forecast indicates that the ceiling and visibility will be decreasing but remain above VFR minimums until his estimated time of arrival. Upon arrival, he enters the control zone, contacts the tower, and indicates that he desires to land. He is cleared to land by the tower.

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

1) Flight or ground visibility was less than three miles but not less than one mile; and
2) Ceiling was less than 1,000 feet.

**Analysis**

1- **WAS THE PILOT LEGAL?** No. The fact that the control tower operator cleared him to land does not mean that he is legal. The tower controller is concerned with the safe, orderly, and expeditious movement of air traffic. He will refuse landing only on the basis of other traffic.

2- **WHY WAS THE PILOT NOT LEGAL?** FAR (Part 91.105) states in part, that no person may operate an aircraft under VFR within a control zone beneath the ceiling when the ceiling is less than 1,000 feet, or unless the flight visibility is at least 3 statute miles. It further states that no person may take-off or land an aircraft, or enter the traffic pattern of an airport, under VFR, within a control zone unless ground visibility is at least three statute miles.

3- **WHAT ACTION SHOULD THE PILOT HAVE TAKEN TO BE LEGAL?** He should have remained clear of the control zone, called the control tower, and requested an air traffic control clearance to land. He should remember that such a clearance does not constitute authority for him to deviate from the minimum safe altitudes as given in FAR, Part 91.79.

4- **WHAT ACTION IS DICTATED BY GOOD OPERATING PRACTICES?** He should have used reasonable restraint in exercising the prerogative of VFR flight, especially in terminal areas. The weather minimums and distances from clouds are minimums. Giving oneself a greater margin in specific instances is just good judgment. Conducting a VFR operation in a control zone at weather minimums is not prohibited, but good judgment would dictate that pilots flying VFR keep out of the approach area.

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**AIRPORT QUESTIONNAIRE**

The Aeronautics Commission is contemplating revising the North Dakota Aeronautical Chart and is making a survey of all airports and facilities in the State. We are interested in a response from all airports, Public, Private and Flying Farmer & Rancher landing strips to bring our information up to date, regardless of whether you believe we have the information. A prompt return would be appreciated.

Airport Name ____________________________ Loc. from nearest city in miles ____________________________

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

Runway Dir. Runway Length Runway Width Type of Surface Smooth, rough, fair Obstructions Location, type and height

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Tie-Downs Yes or No ______________ 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: ____________________________
null
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
Airplane & 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 airplane and left wing and prop hit ground.

Pilot: Cleve L. Hanson, Box 34, Kennare, N.D.
Time & Place: February 4, 1966 - 2:00 p.m. - On my farm.
Pilot Time: 494 hrs. TT - Private, ASEL, Age 39
Airplane & Damage: Aerocama 7AC - Bent propeller, one exhaust stack, bent cowling on bottom, broken 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 cowling and belly.

Pilot: Donald O. Koehmstedt, Overly, N. Dak. (Fox Hunting)
Time & Place: February 4, 1966 - 5 miles NE of Upham, N.D.
Pilot Time: 1300 hrs. TT - Commercial, ASSMEL - Age 39
Airplane & Damage: Piper PA-18 - Damaged right wing tip, prop, cowling gear, tail section.
Injuries: None
Pilot Statement: In maneuvering the airplane into a firing position, the right wing stalled. The aircraft was headed directly south at the time and it is believed that even though the wind was light at the time, the sharing effect caused the left wing to come up enough to put the airplane into a steeper 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 airplane 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.

Pilot: Jake Haier, Hurdsfield, N. Dak.
Time & Place: February 4, 1966 - 3:00 p.m. - Hurdsfield, N.D.
Pilot Time: 4000 hrs. TT - Private, SEL - Age 52
Airplane & 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.

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
Airplane & 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.

Pilot: Eli 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
Airplane & 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.