AERONAUTICS COMMISSION TO SPONSOR 1 WEEK (CFI) CERTIFIED
FLIGHT INSTRUCTORS REFRESHER AND STANDARDIZATION COURSE.

The dates of April 4th through April 9th, 1966 have been chosen as the most
advantageous to a majority to attend and conduct a CFI Refresher and Standardization
Course, to be held at Hector Airport, Fargo, North Dakota.

Sponsors and Course Managers will be the North Dakota Aeronautics Commission
with the cooperation of the North Dakota Aviation Operators Association and the
Federal Aviation Agency. The Course will consist of approximately 25 hours of ground
school and present plans, subject to revision, of approximately 2 hours flight time
per day, per instructor. This flight time will consist of 2 instructors flying with
a FAA General Aviation District Office instructor or other tutor, for an hour and then
each going solo with a buddy pilot.

Subjects to be covered in the ground school course are Flight Maneuvers, Insti-
tuments, Air Traffic Control, Meteorology and the Psychology of Training Flight Students.

Instructors James (Pete) Campbell, Carl L. Edmison and James E. Shelly, who
some of you will remember, taught the first CFI course and the last 2-day instrument
Refresher Course in Minot last fall, will represent the Air Academy of Oklahoma City.
Les Severance and Erick Andeson of Fargo GADO will be in charge of the flight sec-

tion, while Vernon H. Baltzer of the Aeronautics Commission will be course director.

Upon successful completion of the approved course, it will be possible to ac-
complish the bi-annual renewal of the CFI certificate, as prescribed in Part 61 of
the FAR'S. This in itself should be an added inducement for CFI'S to attend.

Any instructor interested, is asked to complete the application below, returning
it to the Aeronautics Commission by the 15th of March. Those selected, will be
informed within the week, so that they have enough lead time to make arrangements.

Aircraft for the course are badly needed and if any instructor has an airworth-
y aircraft and would like to put it on the course, he is invited to do so. Four place
are preferred, although 2 place can be utilized, all must have 2 way radios. Under
the arrangements, the Commission will pay the gas and oil, although the CFI will
have to reimburse the owner of the plane directly for a minimal hourly cost.

The Course will start at 08:00 hours sharp, Monday morning, April 4th and will
continue through Saturday, April 9th, with a Graduation and Awards Banquet Saturday
Evening.

APPLICATION

North Dakota Aeronautics Commission
FLIGHT INSTRUCTORS REFRESHER AND STANDARDIZATION COURSE
April 4th to April 9th, 1966
Fargo, North Dakota

Date________________________

Name________________________ Address________________________

Telephone: Resident_________ Business________________________

License Type_________ No.______ Date________________________

Ratings________________________ Date________________________

Medical Class_________ Date________________________

I have an Aircraft that I can use for the Course - Yes____ No_____ 

Make________________ Model________ Year________ N.D. Registration #

Signature________________________

Complete and return to the North Dakota Aeronautics Commission, Box U, Bismarck,
North Dakota by March 15, 1966.
Ardell T. Bestland, Grand Forks, N. D. was selected as the winner in state wide competition to receive the 1966 Aviation Mechanic Award by a panel of 3 judges.

Bestland is employed by Grand Forks Airimotive Inc., located at the Grand Forks International Airport.

The award presentation, sponsored by the State Aeronautics Commission and the Federal Aviation Agency, Fargo, was made at the annual N. D. Aviation Operators Assn. Banquet February 4th, at which time Lt. Governor Charles Tighe awarded the plaque and commended Bestland.

As the winner, Bestland will also receive an expense paid, tuition free, aviation mechanic training course at the FAA Aeronautical Academy, Oklahoma City, Oklahoma.

The annual aviation mechanic award has been established on a state basis, to foster the mechanic skill and pride in his work and to increase incentive for advancing aviation safety in the operation of aircraft.

Each mechanic entered in the competition, submitted a written idea, drawing design or suggestion, which would improve reliability, safety or make a saving in time and materials.

The North Dakota winner will also be eligible to compete in a twelve state regional level contest. The regional winners in turn will be entered in a National Contest.

Judges of the mechanic entries were Major James Grimstad, Robert T. Nelson and Harold G. Vavra, all of Bismarck, who judged copies of the original entries on which the contestant's name had been blocked out.

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N. D. AVIATION OPERATORS ASSOCIATION CONVENTION WELL RECEIVED

With a format that was changed to try and include all facets of Aviation, the 1966 Operators Convention, held the 3, 4, 5th of Feb. in Bismarck, was a success, according to those that voiced their opinions. The Convention was divided into four broad sections which were "Airports and Operators"; "Agricultural", "Instructors" and a "General Aviation Section".

A record of 145 people attended the banquet to see Ardell T. Bestland, awarded the Aviation Mechanic Award of the Year by Lt. Gov. Charles Tighe and hear a well-presented banquet speech on a good safety posture by Major Gen. Joseph D. Caldara, USAF (Ret.) of the Flight Safety Foundation, New York.

Reelected to a one year term were President - Robert P. Wells, Langdon; Vice Pres. Dan Wakefield, Devils Lake; Secretary - Vernon H. Baltzer, Bismarck and Treasurer - Alfred Dahl, Cogswell.

Among the resolutions passed during the business meeting was one suggesting that the minimum pay scale for Commercial Flight Instructors be $6.00 per hr. for basic instruction and $8.00 per hr. for Instrument Instruction. Another resolution asked that the State Game and Fish Dept. give the aerial hunter a fair break in the event the fox was placed on the game list and not discriminate against this form of hunting as versus snow sleds, snow tobaggons, etc.

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** AIRPORT QUESTIONNAIRE **

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

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.

Airport Name__________________________Loc. from nearest city in miles________

ELEVATION MSL________Sec.____QTR.____TVP.____R.____

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

Tie-Downs Yes____or No____ Gas & Oll: (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__________________________
ACCIDENTS - continued

Aileron control ineffective during entire flight. Aircraft veered to left to the side, the wing was low. Attained an altitude of about 40-50 ft. Since there was no aileron control, decided to descend before going over the valley nearby. The aircraft, after cutting throttle, struck the ground at a nose down, left wing low attitude about 30-40 degree angle.

Pilot: Stanley G. Gunderson, Lisbon, N.D.
Time & Place: Dec. 8, 1965 - 4:30 p.m., Lisbon Airport.
Pilot Time: 13 hrs. TT, Student, SEL, Age 41
Aircraft & Damage: Cessna 182 Skylane, Damaged prop, nose gear broke off, cowling dented. INJURIES: None
Pilot Statement: Practice landing, followed a Bonanza in. Overran runway and ended up in an access road ditch at end of runway. Grass was frosty and brakes were not especially effective.  

Pilot: Jerome H. Dunlevy, 924 Belmont Road, Grand Forks, N.D.
Time & Place: Dec. 5, 1965, 11:30 a.m., Grand Forks International
Pilot Time: 104½ hrs. TT, Commercial, F1, AS, & SE, Sea - Age 39.
Aircraft & Damage: Cessna 120, Damaged prop, cowling and engine accessories.
Injuries: None
Pilot Statement: On the takeoff with the student at the controls. The Aircraft dropped the downwind wing and started to turn out of the wind. The instructor took over the controls and elected to close the throttle and land in the snow rather than take a chance of hitting an aircraft running up on the taxiway.

Pilot: Leigh A. Aslakson, Box 403, Jamestown, N.D.
Time & Place: January 24, 1966, 11:55 a.m., Farmer's field near Jamestown.
Pilot Time: 3800 hrs. TT, Commercial, P1, Instrument - Age 29.
Aircraft & Damage: Piper PA-18A, Damaged prop, engine mount, right front wing strut, left wing tip, rudder.
Injuries: None
Pilot Statement: This was a local fox hunting trip. We had killed a fox and were going to land and pick it up. I circled the field a few times and it appeared to be a stubble field that was covered with snow. I had landed in a few fields in the same condition earlier in the day, so I presumed this field was the same way. I then decided to land. The field turned out to be stubble with 2 inches of stubble showing through the snow. The stubble was actually 12 inches high and the snow in the stubble was about 12 inches deep. The top 3 or 4 inches of snow was very hard crushed snow. As soon as the wheels got under this first layer of snow, the aircraft was slowed down so rapidly that it went over on its back.

Pilot: Dale Forsberg, Minot, N.D.
Time & Place: January 28, 1966, 11:25 a.m., Minot International Airport.
Aircraft & Damage: Piper PA-30, Damaged propellers.
Injuries: None
Pilot Statement: Arrived Minot enroute from Flying Cloud Airport, Minneapolis, entered traffic pattern at Minot International Airport. At 150 miles per hour indicated airspeed, put the gear handle in the down position, lowered flaps on final and upon crossing airport fence, throttles were fully retarded, aircraft was landed straight ahead, gear up. After landing and attempting to discover cause of wheels up landing, the following was determined. The gear warning horn did not sound after retarding throttles, checked the circuit breaker panel and it was discovered that the circuit breaker for the landing gear motor had tripped and the wheels had never started to extend.

Pilot: Ray D. Horne, Penn, N.D.
Time & Place: February 2, 1966, 10:30 a.m., Cooperstown, N.D.
Pilot Time: 2897 hrs. TT, Commercial, F1, AS, & SE, Age 32.
Aircraft & Damage: Bent prop, nose and bottom cowl, nose gear and engine mount.
Injuries: None
Pilot Statement: Before leaving Devils Lake, the operator at Cooperstown was called to check on the condition of the field. He stated a snow had been in a few days before. We left Devils Lake at 9:55. Upon reaching Cooperstown we dragged the runway and it appeared in acceptable condition. On base leg for the landing, I took the controls from the student. Initial touchdown was on a slight rise in the runway which resulted in a slight bounce. The angle of attack was not reduced to hold the aircraft on the ground at this point because of not being sure the exact depth of the snow. A small burst of power was added and the resulting touchdown was made with the nose slightly higher then necessary under these conditions. Landing into the South east with the sun reflecting on the dissipating moisture in the air, made it difficult to distinguish variations in snow depth, especially when the nose of the A/C was in a landing attitude. A small drift of about 12 inches in depth of hard packed snow was encountered and the nose wheel collapsed, damaging the prop, bottom and nose cowl.

Pilot: Ladimer Palensky, Oakes, N.D.
Time & Place: February 10, 1966, 9:30 a.m., 3 miles south, ½ mile W., Oakes, N.D.
Pilot Time: 671 hrs. TT, Private, SEL, Age 35.
Aircraft & Damage: Piper PA-12, Damaged left wing, fuselage, engine, prop, gear, struts.