

NORTH DAKOTA AVIATION NEWSLETTER

PUBLISHED BI-MONTHLY IN THE
INTEREST OF AVIATION

NORTH DAKOTA
AERONAUTICS COMMISSION
BOX U
BISMARCK, NORTH DAKOTA
FEBRUARY - MARCH, 1966

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 tutor 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, Instruments, 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 Andreson of Fargo GAD0 will be in charge of the flight section, while Vernon H. Baltzer of the Aeronautics Commission will be course director.

Upon successful completion of the approved course, it will be possible to accomplish 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 notified 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 airworthy 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.

AIRPORTS & OPERATORS

HETTINGER: Frank L. Brosamle has established Frank's Aviation on the Hettinger Municipal Airport according to word received by the Aeronautics Commission. He will have 80 and 100 Oct. fuel available, as well as be able to perform Major & Minor A&P repairs, 100 hr. inspections, etc. ***

MINOT: Victor L. Gelking has been appointed Distributor for Maule Aircraft in N.D. and anyone interested in becoming a dealer may contact him by letter or phone at 409-12th Ave. N.E., Minot or phone 834-0266. ***

KINDRED: Nate Thompson the Manager of Hamry Field, Kindred, has informed us that the N-S runway has been extended to 2640'. Nate has 80/87 Oct. fuel available. ***

BISMARCK: Mid-State Aviation announces that their new Shop and Flight School at the Bismarck Municipal Airport are now open for business. Monroe Chase, Pres. of the firm states that the new \$104,000.00 complex includes modern shop and ground school facilities of 60' X 84' and a 10 unit individual stall hangar of 230' X 55'.

The Shop, under the management of Robert Monroe, one of the incorporators, is doing Major and Minor repairs both A&P. Considerable rebuilding will be done at the Mandan facilities of the firm.

The Flight School, with Jim Ewers as Chief Pilot, is offering FAA Approved School for the private, commercial and Flight Instructor ratings, with basic and advanced ground school. A link trainer is in operation for those that would like to brush up on their instruments. For those who would like to live in Bismarck while getting their ratings, they have sleeping quarters in the building.

A special course is being offered for those who may be interested in airline employment. The course offers you the Commercial, Instrument and Multi-engine ratings; Ewers said that he had a letter from TWA stating, quote: "Our pilot recruiting program for 1966 is now in full swing. We would be very interested to receive applications from your students who will be available for possible employment." For more information contact Jim Ewers, Chief Pilot, Mid-State Aviation, Box 1014, Bismarck, Tel: 223-6862. ***

AIRPORT AUTHORITIES

Since the last Newsletter, Airport Authority meetings have been held by commission representatives at Bottineau, Maddock, Rolla, Gwinner, Glenburn, Devils Lake, Towner and a two county meeting at Lisbon, N.D.

Others scheduled in the future are at Westhope and Cooperstown and Underwood.

BISMARCK: As of this date, Pilots will be able to take Private Pilot Written Examinations at Bismarck. Examinations will be administered in the Facility Training Room. Examinations will be given by appointment only, from 0800 to 1630 CST Monday thru Friday. Anyone interested, contact Mr. Albert Bell, Facility Chief.

1966 AERIAL APPLICATOR SEMINARS TO BE HELD AT FARGO AND MINOT IN MARCH

The 1966 Aerial Applicator Seminars, sponsored by the Aeronautics Commission will be held at Fargo on March 29 and Minot on March 31st, it was announced today by Harold G. Vavra, director. Warren Walkinshaw and Nate Thompson are co-chairmen of the Fargo Ag. Seminar, which will be held March 29th at the Gardner Hotel - "Town House" Room.

Alfred C. Pietsch and Kenton Bischke are co-chairmen of the Minot Ag. Seminar, which will be held on March 31st at the Ramada Inn Motel.

AGSCO Chemical of Moorhead and Grand Forks is sponsor of the Fargo lunch, refreshments and banquet. The Farmers Union & Peavey Co. are sponsoring the Minot lunch and coffee breaks and AGSCO of Minot and Grand Forks are sponsoring the refreshments and banquet at Minot.

Programs will be mailed to all aerial applicators in mid-March.

KUNDERT AVIATION, INC., FARGO IS APPROVED FOR MDTA MECHANIC TRAINING SCHOOL

Kundert Aviation, Inc., Fargo has been approved this month by the Director of the State Department of Public Instruction for the training of aviation mechanics under the new Federal Manpower Development Training Act, according to word received by Harold G. Vavra, director of the Aeronautics Commission.

Kundert has also received an FAA "Air Agency Certificate" for an FAA approved "Mechanic School" issued by Lester E. Severance, Supervising Inspector of the Fargo FAA Office. Lee Barnum, Chief Instructor of the new school said this is the first approved Aviation Mechanic School in the history of North Dakota. Classes will open on March /th with both private trainees and trainees approved by MDTA for enrollment.

Kundert has received over 60 inquiries from persons interested in such a training program. Persons interested in enrollment details should write to Lee Barnum, Kundert Aviation, Inc., Box 1467, Fargo, North Dakota.

EMPLOYMENT SOUGHT - Roger R. Schmidt, Island Park Trailer Court, Mandan, N.D. is seeking employment as an apprentice aviation mechanic. Attended Air Force School in 1955. Three years experience, A.F. on jet and shop maintenance. Does not hold A&P. Tel: 663-5878 Mandan.

MINOT: Pietsch Radio Service now approved FAA Repair Station #3400. Gerhard Pietsch Minot Airport, Minot, N.D.

GRAND FORKS MAN WINS AVIATION MECHANIC AWARD

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 Airmotive 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 gainst this form of hunting as versus snow sleds, snow tobaggons, etc.

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 _____ Loc. _____ SEC. _____ QTR. _____ TWP. _____ R. _____

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

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 _____

ACCIDENTS

Pilot: James Jahner, Hazelton, N. Dak.
Time & Place: Sept. 19, 1965, 12 o'clock midnight, Private Airstrip.
Pilot Time: 85 hrs. TT, Student - age 28.
Aircraft & Damage: Cessna 140 - Damaged left wing, right strut, windshield, prop and vertical stabilizer. INJURIES: None
Pilot Statement: I was making what I considered a routine take off on a runway with about 2500 ft. of length and a 50 ft. obstacle on the end and I could not gain enough air speed to clear the trees so I reduced power and then the plane fell on the nose section, after I applied brakes.

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Pilot: John F. Weig, YMCA, Grand Forks, N. Dak.
Time & Place: October 4, 1965, 5:20 p.m., Grand Forks International Airport.
Pilot Time: 3500 hrs. TT, Commercial, ASEL - Age 29.
Aircraft & Damage: Cessna 180, No damage. INJURIES: None
Pilot Statement: I was taxiing west on the east west taxiway. I failed to see the other airplane until it was along side of my plane. The sun at the time, I believe to be one of the contributing factors for the cause of the accident. There was another airplane in front of me as I was taxiing out. I was taxiing out planning No. 2 for take off to the south.

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Pilot: Gary L. Landreville, 1801 NW 34th, Grand Forks, N. Dak.
Time & Place: October 27, 1965, 1710 P.M., Grand Forks International Airport on ramp.
Pilot Time: 1800 hrs. TT, Commercial, SEL - Age 24.
Aircraft & Damage: Cessna 180F, Damaged prop. INJURIES: None
Pilot Statement: Refueled aircraft, began to taxi to maintenance hangar, made slow right turn from gas pumps, didn't observe colt sitting to my right front, observed colt and was unable to stop, collision occurred. Colt was parked directly in middle of ramp and had been for some time.

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Pilot: W.L. Burgess, Box 4426, Boise, Idaho.
Time & Place: November 2, 1965, 2:30 p.m., Hope, N.D.
Pilot Time: No hours reported, Student, AS&MEL, Rotorcraft, Helicopter, Age 36.
Aircraft & Damage: Piper PA-18, Damaged left wing, wheel, prop, cowling, engine mount. INJURIES: None
Pilot Statement: Started to take off and right wheel hit bump in road. This caused plane to veer to ditch. Attempted to keep plane from going into fence line by turning back into road. Left wheel struck ditch shoulder.

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Pilot: Joseph L. Phillips, RR 2, Corning, Iowa
Time & Place: Nov. 4, 1965, 7:10 p.m., Fargo, N.D.
Pilot Time: 2000 hrs. TT, Commercial, ASEL, Helicopter, Instrument, Age 36.
Aircraft & Damage: Cessna 210, Damaged lower cowl skin and gear, doors, prop. INJURIES: None
Pilot Statement: I was arriving at Fargo, N.D. Municipal Airport, I entered the down wind leg, lowered the landing gear and got a gear down and locked light. I made a normal approach, landed on the main gear and lowered the nose during rollout. After rolling about 2000', the gear light (green) went out and the horn started honking. Then the nose wheel retracted.

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Pilot: William Harvey, Fargo, N.D.
Time & Place: Nov. 9, 1965, 11:00 a.m., West Fargo Airport
Pilot Time: 700 hrs. TT, Private, SEL - Age 52.
Aircraft & Damage: Cessna 180, Damaged right landing gear, lift strut, right wing. INJURIES: None
Pilot Statement: Upon contact with the ground, the right wheel flared to the right and dragged, causing the aircraft to travel in an arc on the ground and damaged right wing tip on a parked aircraft.

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Pilot: William Mason, Fessenden, N. Dak.
Time & Place: Nov. 20, 1965, 3:45 p.m., Farm strip, Fessenden, N.D.
Pilot Time: 12 hrs. TT, Student, ASEL, Age 40.
Aircraft & Damage: Luscombe 8A, Damaged left gear, front strut, wing tips, prop, skylite. INJURIES: None
Pilot Statement: I was shooting a landing and was gradually slowing down when I got a bit too close to the edge of the landing strip on the Ken Lamm farm. Apparently my left gear dropped into a frozen depression and hit a mound of some sort and collapsed, resulting in the plane going up partly on its nose. I would estimate my speed at around 10 MPH when this occurred.

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Pilot: Gordon Hannig, 1130 SW 6th, Valley City, N. Dak.
Time & Place: Nov. 21, 1965, 3:20 p.m., Valley City Municipal Airport
Pilot Time: 435 hrs. TT, Private, ASEL, Age 40. INJURIES: Minor
Aircraft & Damage: Ryan, Aircraft total loss.
Pilot Statement: Taking off into southeast after engine check and run up 450 cross wind approximately 8 MPH. Aircraft left the ground this point with left wing low.

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.

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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, cowlings 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.

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Pilot: Jerome M. Dunlevy, 924 Belmont Road, Grand Forks, N. Dak.

Time & Place: Dec. 5, 1965, 11:30 a.m., Grand Forks International.

Pilot Time: 1044 hrs. TT, Commercial, FI, AS&MEL, Sea - Age 39.

Aircraft & Damage: Cessna 120, Damaged prop, cowlings 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 taxi way.

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Pilot: Leigh R. Aslakson, Box 403, Jamestown, N. Dak.

Time & Place: January 24, 1966, 11:55 a.m., Farmer's field near Jamestown.

Pilot Time: 3800 hrs. TT, Commercial, ASEL, 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.

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Pilot: Dale Forsberg, Minot, N. Dak.

Time & Place: January 28, 1966, 11:25 a.m., Minot International Airport.

Pilot Time: 2000 hrs. TT, Private, AS&MEL, Age 40.

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.

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Pilot: Ray D. Horne, Penn, N. Dak.

Time & Place: February 2, 1966, 10:30 a.m., Cooperstown, N.D.

Pilot Time: 2897 hrs. TT, Commercial, FI, ASEL, Age 32.

Aircraft & Damage: Bent prop, nose and bottom cowl, nose gear and engine mount,

Injuries: None

Piper PA-28.

Pilot Statement: Before leaving Devils Lake, the operator at Cooperstown was called to check on the condition of the field. He stated a Mooney 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.

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Pilot: Ladimer Palensky, Oakes, N. Dak.

Time & Place: February 10, 1966, 9:30 a.m., 3 miles south, 1½ 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.

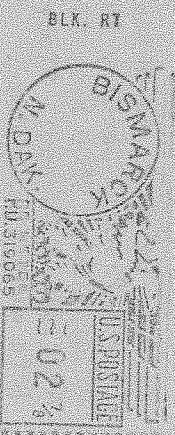
Accidents - continued:

Injuries: Minor
Pilot Statement: Making a low level turn when a stall occurred.

FOR SALE: 35 Beech Bonanza 1947 model - White with Black trim, licensed to Sept. 9-66, 1,765 hrs. TT, 905 hrs. on new Cont. 205 hp engine, Steerable nosewheel, Fiberglass curtains, Artificial Horizon & D.G., Sensitive Altimeter, Turn and bank, Rate of Climb, Manifold pressure, Recording tach., new battery, three working Omni's, King KX150, Marco Mark VI, Lear Lf and VHF, Clean. Price \$6,995. Contact Paul Rismoen, 309-18th St. N.W., Minot, N.D. Tel: TE7-4214.

FOR SALE: Piper PA-18 - 90, 150 hrs. since chrome major, has been recovered, new windshield, battery, has VHT-2 and 65 gal Sorenson sprayer with new pump and emergency tank drop. Would consider good J-3 or Champ in trade. Contact Francis Simmers, Rt. 1, Jamestown, N.D. Tel: CL2-2420

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



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

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.

FOR SALE: 1966 Pawnee 235, Comb. unit, Side loader, Shielding, Landing Lite; 1965 Pawnee 235, Comb. Unit, Side Loader, Landing Lite, Shielding, plane booster wing tips, 290 TT; 1964 Pawnee 235, Med. Density sprayer, 295 TT; 1949 PA-11-C90, 600 SMOH, 0 time since complete airframe, rebuild; 1964 Champion Challenger, landing lite, 290 Hrs. TT, since new, Large Tires, 90 gal hi density Sorenson Sprayer; 1959 PA-24, 250 Comanche, Full panel, MK2-ADF, Cylinder head temp, 1800 TT, 400 hrs. on engine, new periodic; 1966 PA-24-260, 6 place Comanche, Fuel Inj. MK-12, VOA 4, ADF; 1955 PA-18A, Comb. duster and Sprayer, 400 SMOH, Cover 4 years old, New Periodic date of sale; 1962 Beech Debonair, MK 12-360, VOA 4, Fuel Inj. MK2 - ADFT-12, 490 TT since new, One owner; 1965 Cherokee 140, Full panel, MK 12 - VOA 6, 625 TT, 30 SMOH; 1959 PA-24 Comanche 180, 725 TT, 295 STOP, ADT12C, 3 lite Mr. Beacon, MK12-360, VOA4, Curtains, MK12-90, VOA 4, All weather antennas, Sharp; 1946 Piper J-3-C-90; 1963 Cessna 172, 870 TT, Full panel, MK-4, 120 SMOH Chrome; 1953 Cherokee 180B, Full panel, VHT-3, Piper auto Nav., 970 TT, 470 Since top overhaul. Have the following engines ready for Exchange: 125 HP Lyc; 150 HP Lyc; Cont. C-85-12; Cont. C-90-8. Call for exchange prices. Mid-State Aviation Inc, Bismarck and Mandan. Tel: Bis. 223-6862 Mandan: 663-6431
