AERONAUTICS COMMISSION INITIATES STATE-WIDE UNICOM RADIO PROGRAM

The North Dakota Aeronautics Commission has installed 17 Narco Unicom two-way radios at public airports throughout North Dakota in the past several months. The Unicom Radios were purchased on low bids by the Aeronautics Commission with financial assistance of the N.D. Civil Defense Agency. The radios have been leased to the City or Airport Authority requesting same for a period of five years for a total of $178.07 each. Title to the Unicom Radios remain with the Aeronautics Commission.

The Narco Unicom radios are complete with Turner Microphones and crystals for receiving and transmitting on 122.8 mc; 122.9 mc and 121.6 mc. The 122.8 mc is to be used for both two-way aircraft to ground communications and for civil defense communications to aircraft.

122.9 mc is a Multi-com Frequency and may be licensed for communications with aerial sprayers; 121.6 mc is for Civil Air Patrol search and rescue operations.

The Airport operator is to monitor 122.8 mc during normal daylight hours, with the exception of the Bismarck Unicom which is on 123. mc for airports with control towers.

Unicoms installed by the Aeronautics Commission and operational are located at the following airports:

<table>
<thead>
<tr>
<th>AIRPORTS</th>
<th>FREQUENCY</th>
<th>AIRPORT MANAGER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bismarck Municipal</td>
<td>123. mc</td>
<td>Raymond W. Hoineyfer</td>
</tr>
<tr>
<td>Bottineau</td>
<td>122.8 mc</td>
<td>Peter B. Wold, Jr.</td>
</tr>
<tr>
<td>Border Airport</td>
<td>122.8 mc</td>
<td>U.S. Customs Office (Near Noonan)</td>
</tr>
<tr>
<td>Cooperstown</td>
<td>122.8 mc</td>
<td>Al. Thompson</td>
</tr>
<tr>
<td>Edgeley</td>
<td>122.8 mc</td>
<td>O.W. Kipp</td>
</tr>
<tr>
<td>Grand Forks</td>
<td>122.8 mc</td>
<td>Norman Midboe</td>
</tr>
<tr>
<td>Grafton</td>
<td>122.8 mc</td>
<td>Don Schuster</td>
</tr>
<tr>
<td>Harvey</td>
<td>122.8 mc</td>
<td>Wayne Roble</td>
</tr>
<tr>
<td>International Peace Garden</td>
<td>122.8 mc</td>
<td>Both U.S. &amp; Canadian Customs (Joe Evans, Manager, Airport)</td>
</tr>
<tr>
<td>Jamestown</td>
<td>122.8 mc</td>
<td>Leigh Aslakson &amp; Bev Meier</td>
</tr>
<tr>
<td>Langdon</td>
<td>122.8 mc</td>
<td>Robert Wells</td>
</tr>
<tr>
<td>Pembina</td>
<td>122.8 mc</td>
<td>Tom Nord</td>
</tr>
<tr>
<td>Rolla</td>
<td>122.8 mc</td>
<td>Leonard Krech</td>
</tr>
<tr>
<td>Rugby</td>
<td>122.8 mc</td>
<td>Marvin Tuomala (On Duty)</td>
</tr>
</tbody>
</table>

Other Unicom Radios have been leased to Valley City, N.D. and Bowman, N.D., but at the time of printing of the Newsletter, radios have not been installed, but will be installed and become operational at a later date.

Other Unicom radios previously installed by local operators and operational are located at:

<table>
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<th>AIRPORTS</th>
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<th>AIRPORT MANAGER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fargo</td>
<td>123. mc</td>
<td>Operated by Kundert Aviation Inc.</td>
</tr>
<tr>
<td>Devils Lake</td>
<td>122.8 mc</td>
<td>Operated by Ross &amp; Meier</td>
</tr>
<tr>
<td>Dickinson</td>
<td>122.8 mc</td>
<td>Richard Prchal</td>
</tr>
<tr>
<td>Minot</td>
<td>122.8 mc</td>
<td>Clinton Petersen</td>
</tr>
<tr>
<td>New Rockford</td>
<td>122.8 mc</td>
<td>Eugene Linderman</td>
</tr>
<tr>
<td>Tioga</td>
<td>122.8 mc</td>
<td>Ernest Knutson</td>
</tr>
<tr>
<td>Williston</td>
<td>122.8 mc</td>
<td>Jack K. Daniels, Manager</td>
</tr>
</tbody>
</table>

Including the state leased Unicoms and the locally installed units, a total of 24 Unicom Radios will provide improved service to General Aviation Aircraft owners, pilots and aerial applicators.

**AIRPORT AUTHORITIES**

Since the last Newsletter, Airport Authorities have been created by the Cities of Maddock, Valley City, Westhope, Gwinner, and the latest November 7th at Fessenden, N.D. At present, there are 18 Municipal Airport Authorities in the State. The City of Garrison is considering making a move in this direction, to improve the airport at Garrison or to select a site for a new airport.
The North Dakota Aeronautics Commission with the cooperation of N.D. Aviation Operators is again sponsoring the popular Instructor Refresher and Standardization Course, as presented by FAA Aeronautical Academy of Oklahoma City.
Course dates have been set as April 10th through the 15th, 1967 and since all Flight Instructor Ratings will expire at the end of the month of the holders birthday (Effective after Sept. 30, 1966) unless renewed previously, a full class is expected.
As before, the classes will be restricted to persons having Instructor ratings with a maximum of 20 persons being accepted. Application blanks will be attached to the January-February issue of the Aviation Newsletter.

HUNTING PREDATORY ANIMALS WITH AIRCRAFT
In anticipation of another good year of aerial hunting of predatory animals, a recap of the regulations governing may not be amiss. The regulations are prescribed by the State Game and Fish Commissioner and are essentially as follows:
1. Application for Permit is made to State Game and Fish Department.
2. Permit is granted for a limited period of December, January, February, March.
3. A Certificate of Waiver for low flying (on the State Level) will be automatically issued to each Permit granted by the Commissioner.
4. Application to FAA must be also made to secure authorization to waive FAR 91.79(c) "Minimum Safe Altitude Over Other Than Congested Areas."
5. This is done on FAA Form 400, "Application for Certificate of Waiver or Authorization". Remember you must have both a State and Federal Waiver.
6. Applicant must be at least 18 years of age if a commercial or if a Private, be 21 years old. Pilot shall have at least a valid private with a minimum of 400 hours TT of which 200 shall have been in type of aircraft to be used. In addition thereto, new pilot applicants shall receive 5 hours dual simulated low flying from a qualified pilot with 100 hours low altitude aerial application or hunting experience.
7. Gunner must be licensed and at least 21 years old or if under, have the written consent of parent or legal guardian.

AERIAL HUNTERS SEE YOUR COUNTY COMMISSIONERS
If aerial hunters neglect to tell or inform their County Commissioners that they wish to keep their respective counties open to aerial hunting, opposition will surely convince them otherwise. See your County Commissioner before the next monthly meeting.

EXTENSION SERVICE TO OFFER A SHORT COURSE ON PESTS
Wayne J. Colberg, Entomologist of the Cooperative Extension Service, N.D. State University, Fargo, N.D. announces that a Short Course on Crop Pest Control will be held at Fargo, January 3,4,5,6, 1967. The Course with a registration fee of $5.00 will be conducted at the Memorial Union (Town Hall). It is designed for Agricultural leaders, pesticide distributors, regulatory officials, custom spray operators, inspectors, conservationists, area pesticide representatives and other workers interested in the effective and safe use of pesticides and agricultural chemicals. For more information write to the Course Director, Mr. Wayne J. Colberg.

SPECIAL AERIAL APPLICATORS SHORT COURSE PLANNED FOR MARCH, 1967.
A short course for aerial applicators of approximate 4 days duration for about 30 applicators is being planned for March, 1967. The Course will be held in cooperation with the Extension Service of the State University and will of necessity be held in Fargo. The last day will be held in conjunction with one of the annual spring Applicators Seminars. More information will be forthcoming in the next issue of the Newsletter.

NORTH DAKOTA HAS ONE AERIAL APPLICATOR FATALITY IN 1966
For a time it looked like North Dakota Applicators would finish the season without a fatality. This possibility was shattered when a commercial pilot, J.M. Jamison of 2702 - 27th North, Wichita, Kansas, flying for Vince Buraas of Northwood, N.D. was fatally injured while defoliating flax near Hatton, N.D. Jamison was a retired Air Force Major, who held a commercial SHEL with instrument and had 6500 hrs to his credit.
Investigation revealed that the pilot on his downwind pass apparently elected to go under a diagonal string power line. He was flying a Stearman with a 450 hp engine. After going under the power line, he broke bottom wire and failed to clear a grove of 75 - 85 ft. tall cottonwood trees, located approximately 400 ft. Further on, in flying through the tops of these tall trees, he severely damaged the bottom wing panels causing loss of control and aircraft crashed into second grove of trees, completely demolishing itself.
AIRPORTS AND OPERATORS - Continued

MINOT - The Airport Cafe has been reopened under new management. Booths have been removed and tables installed in their place. From reports received, it has improved the Cafe considerably.  ** ** **

FARGO - Lee Barnum, the Chief Instructor at Kundert Aviation has informed the N.D. Aeronautics Commission that they have a few openings for enrollees in the Mechanic School.  ** ** **

FARGO - Schultz and Lindsay, A Fargo construction firm, has purchased a Lear Jet. The company originally owned a Beech Queen-Air and their recent purchase sets a new pace for North Dakota.  ** ** 

WINNIPEG - Melroe Manufacturing Co. purchased a Cessna 411 several months ago. The firm makes a smaller loader and material handling machine plus a variety of farming equipment and will be using the plane to keep in touch with their nationwide sales organization.  ** ** **

WILLISTON - The ISN Unicom has been moved to the U.S. Weather Bureau. Pilots can receive In-Flight Weather Briefing during the hours of 05:00 to 20:30.  ** ** **

WILLISTON - SerVair Accessories becomes Mooney Dealer. Mr. Al Pietsch, owner of the Pietsch Flying Service of Minot, N.D. recently announced the appointment of SerVair Accessories as the local dealer for the Mooney line of aircraft. In making the announcement, Mr. Pietsch made note of the long standing high place that SerVair has held in the aviation circles of the Northwest corner of the State. The owner of SerVair, Mr. Jack Daniels, has been engaged in the business of a Fixed Base Operator in the Williston area for some 15 years and is presently located on Williston's Slouin Field International Airport.

The new Mooney dealership will be known as MONDAK MOONEY SALES and will be selling new as well as used General Aviation aircraft throughout the western portion of North Dakota and eastern portion of Montana.  ** **

FARGO FSS REMOVED TO JAMESTOWN

- Last September 16th, the Fargo FAA Combined Station/Tower designation underwent a change to Airport Traffic Control Tower and the following frequencies were decommissioned:

<table>
<thead>
<tr>
<th>Receiving</th>
<th>Transmitting</th>
</tr>
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<tbody>
<tr>
<td>122.1 mcs</td>
<td>122.2 mcs</td>
</tr>
<tr>
<td>123.6 mcs</td>
<td>123.6 mcs</td>
</tr>
<tr>
<td>126.7 mcs</td>
<td>126.7 mcs</td>
</tr>
<tr>
<td>255.4 mcs</td>
<td>255.4 mcs</td>
</tr>
</tbody>
</table>

At the same time, a Flight Assistance Service interphone line was commissioned from Fargo to Jamestown FSS. Handsets in Fargo are located at the Air National Guard Fargo Tower, Weather Bureau and Kundert Aviation. Additional handsets on the line will probably be available later at Skroch and Flight Development. These Fargo drops feed into Jamestown FSS and are available to area pilots for flight plan filing or closing, pilot weather briefs and other available services.

FSS Jamestown now has voice control of the Fargo VORTAC and a remote 122.1 mcs receiver, improved to Jamestown FSS, is located at the Fargo VORTAC. By calling "FARGO RADIO" on 122.1 mcs pilots will be answered remotely by Jamestown Radio on the Fargo VORTAC. Future plans call for voice on the Fargo "BH" 365 kcs to be remoted to Jamestown FSS. Weather broadcasts are now being made simultaneously on the Jamestown VOR and Fargo VORTAC by Jamestown Area Radio. Weather broadcast on the Fargo "BH" will be added later.

Pilots are asked to remember that the only way to call Fargo Radio is on 122.1 and listen for the reply on the Fargo VORTAC frequency and that 123.6 and 126.7 have been decommissioned.

The foregoing information was supplied by Joe A. Gould, Chief of the JMS Flight Service Station and by J.J. Hansten, Chief of the Fargo Control Tower. Both Chiefs stressed that pilots are invited to drop in and visit the facility and discuss any problems that they may have.  ** ** **

PILOT CONTROLLER MEETING DECEMBER 7th

Area pilots and anyone interested are invited to attend a meeting at 7:30 p.m. December 7th at the Air National Guard Ready Room at Hector Field to discuss pilot and controller problems. The planned agenda will consume about 45 minutes and then the meeting will be open to pilot questions and discussions.  ** ** **

KUNDERT AVIATION MECHANIC SCHOOL OFFERS BOTH AIRFRAME AND POWERPLANT COURSES

- Lee Barnum, Director Kundert Aviation Mechanic School, Fargo, N.D. announced that the Kundert School is FAA approved for both airframe and powerplant courses. The school has acquired a surplus Navy jet aircraft engine and a surplus Air Force F89J complete jet aircraft for the mechanic school. The Mechanic School has been approved for MODA training and the Veteran's Administration for training under the new GI training bill, available to Veterans of the Vietnam War.

The school has openings for trainees for both courses. Kundert Aviation Inc. has published a 20-page three color brochure, giving full details and costs of the aviation mechanic airframe and powerplant courses, as well as Private, Commercial, Instrument, Multi-engine and Flight Instructor pilot courses. In addition,
Pilot: John K. Krebs, New England, N.D.
Time & Place: June 19, 1966 - 17:30 p.m., New England Airport Runway
Pilot Time: 300 hrs. TT - Private, age 42
Aircraft & Damage: Piper J-3, Wheels broke off, prop ruined, oil reservoir cracked, wings damaged. INJURIES: Serious
Pilot Statement: Flying for pleasure, attempted to land, wheels collapsed dropping plane on nose, ruining prop. Plane lost both front wheels, cracked wing struts, windshield, fuselage, broke off carburetor and pinched hole in the oil reservoir.

Pilot: Edward A. Skroch, Jr., 1529 N. Broadway, Fargo, N.D. (Spraying)
Time & Place: June 28, 1966 between 8 and 9 a.m., 12 miles west of Hector Airport
Pilot Time: 9,800 hrs. TT, Commercial, FI, AS&MEL, Instrument, age 33.
Aircraft & Damage: Piper PA-25 - Damaged fuselage from cabin forward and both wings. Injuries: None
Pilot Statement: I started spraying this field which I have sprayed for a number of years. I was spraying one way to the south and going under an REA Power Line across a road from the field. After making a few passes, I thought my flagman was taking too wide a swath. I told him to take less steps. On the next pass I counted his steps, which I have done on occasion as a check and found he was still taking the full steps. The airplane struck the REA power line with the left wing.

Pilot: David L. Hilling, Box 1131, Williston, N.D.
Time & Place: June 24, 1966 - 2:30 p.m., Near Stanton, N.D.
Pilot Time: 973 hrs. TT, Private, ASEL, age 33
Aircraft & Damage: Piper PA-24 - Dents on leading edges of cowling and all contour surfaces. INJURIES: None
Pilot Statement: Obtained weather briefing as follows: BIS, 4000 scattered, 8000 overcast, 15 plus; ISN - 4000 scattered 15 plus; MNT 1000 broken, 4000 broken, 10,000 overcast - - R 15 plus. Scattered thunderstorms were reported with build-ups to 29,000'. Departed BIS with the intention of circumventing thunderstorm activity to the north. Noticing a squall line in the vicinity of Center, I turned to a heading of 020° magnetic and paralleled the line. Seeing that going around the north was impossible, I turned toward Bismarck and at last encountered what sounded like heavy rain which lasted 5-10 seconds. The outside air temp at 5000 HSL was 69° F and I was approximately 5 miles from the leading edge of the storm. I called Bismarck Radio and gave this PIREP: VFR flight to ISN, impossible or inadvisable, squall line near Center NE-SW, cloudy to cloudy to ground lightning.

Pilot: Bert Rostvet, Fairdale, N.D. (Spraying)
Time & Place: July 14, 1966, 8:30 a.m., 2½ miles north and 2 east of Adams, N.D.
Pilot Time: 1500 hrs. TT, Commercial, ASEL, age 26
Aircraft & Damage: Piper PA-11 - Total Loss, Burned. INJURIES: None
Pilot Statement: I was making a landing on road and let in too hard, lost airspeed due to groove of trees. Knocked off right wheel and damaged wing prop and spray tank. Caught fire about 5 minutes later. Had about 50 gallons in tank at time of landing.

Pilot: Michael Meier, Jr., 324 - 1st Ave. SW, Devils Lake, N.D. (Spraying)
Time & Place: July 19, 1966, 2:40 p.m., Devils Lake, N.D.
Pilot Time: 6,000 hrs. TT, Commercial, ASEL, age 33.
Aircraft & Damage: Funk F23B, Bent engine mount, twisted prop and bent cowlings. Injuries: None
Pilot Statement: Shortly after touchdown on landing, aircraft nosed up causing damage to prop, engine mount and cowlings.

Pilot: Elsie Cool, Fremont, Michigan
Time & Place: July 30, 1966, 4:20 p.m., Bottineau Municipal Airport
Pilot Time: 45 hrs. TT, Student, ASEL, age 39
Aircraft & Damage: Piper Cherokee, Damaged wing tips, bent nose strut. Injuries: None

Pilot Accident Statement: Student pilot on extended cross country, attempted landing. Touched down, was too fast and too far down runway. Pilot unable to stop. Aircraft upon reaching end of runway overrunning the strip and striking fence.

Pilot: Robert Lagein, Noonan, N.D.
Time & Place: July 31, 1966, 9:30 a.m., 7 miles east of Rock Lake, N.D.
Pilot Time: 54 hrs. TT, Private ASEL, age 36
Aircraft & Damage: Cessna 172, Damaged left wing tip, nose gear broke, prop bent, right wing. INJURIES: None
Pilot Statement: After making a landing and during rollout on a gravel road running north and south with a northeast wind, the left wheel hit a gravel ridge and pulled me into the ditch.

Pilot: John A. Cronquist, Gilby, N.D.
Time & Place: July 31, 1966, 6:00 p.m., 2 miles north and 1 west of Gilby, N.D.
Pilot Time: 18 hrs. TT, Student, ASEL, age 41
Aircraft & Damage: Cessna 172, Damaged nose gear, prop, left wing. INJURIES: None

Pilot Statement continued next page----